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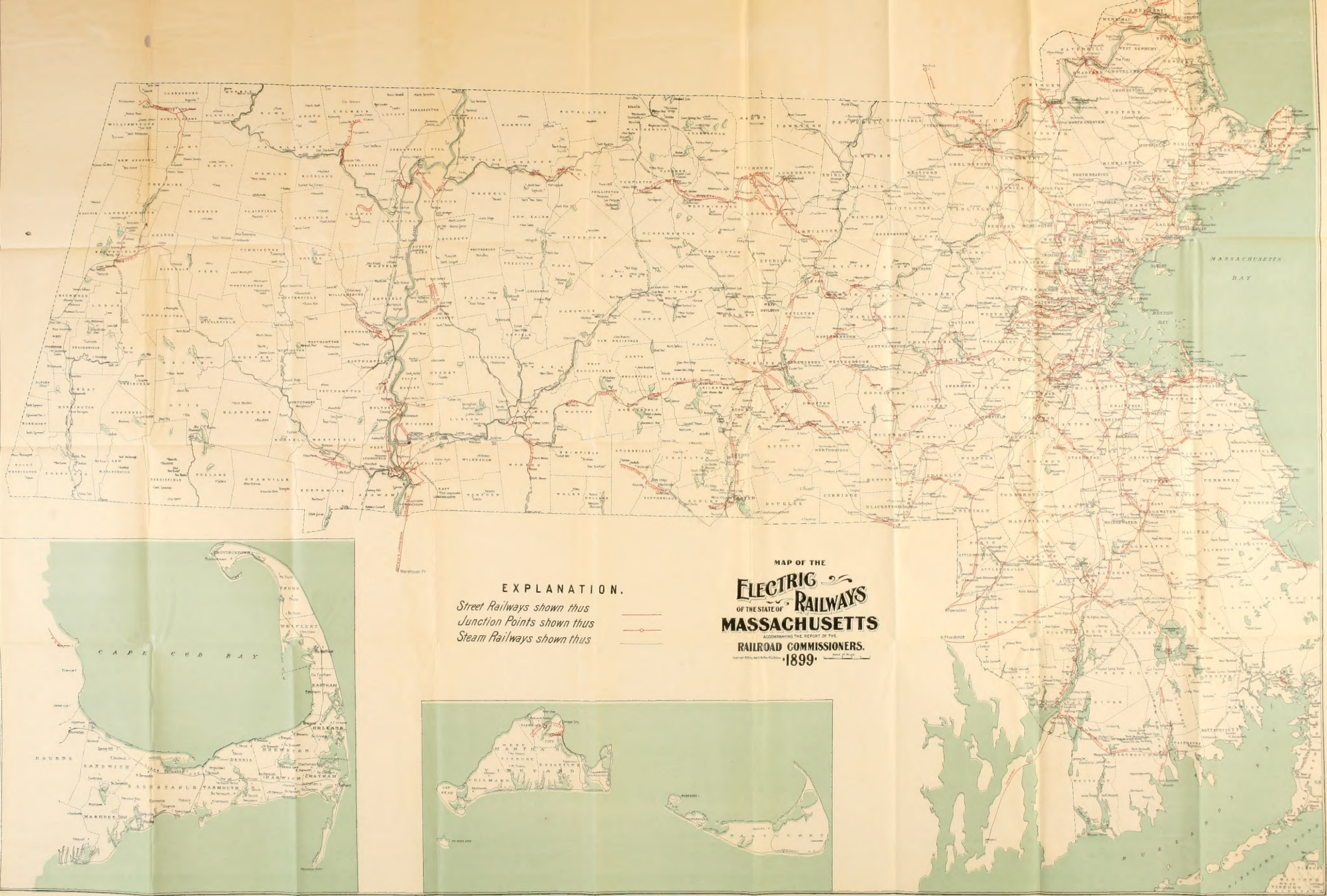
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Commonwealth of Massachusetts.

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THIRTY-FIRST ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

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JANUARY, 1900.

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## Commonwealth of Massachusetts.

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### RAILROAD COMMISSIONERS.

JAMES F. JACKSON, Fall River, *Chairman*, . Term expires July 1, 1900.  
GEORGE W. BISHOP, Newtonville, . . Term expires July 1, 1901.  
HERSEY B. GOODWIN, Cambridge, . . Term expires July 1, 1902.

---

WILLIAM A. CRAFTS, Boston, *Clerk*.  
FRED E. JONES, Brookline, *Accountant*.  
GEORGE F. SWAIN, Boston, *Bridge Engineer*.  
WILLIAM J. McCULLOUGH, Boston, *Assistant Clerk*.

---

### RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . . Term expires October 1, 1900.  
GRAFTON UPTON, Everett, . . . Term expires October 1, 1902.  
CHARLES E. PAIGE, Lowell, . . . Term expires October 1, 1901.

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OFFICE, NO. 20 BEACON STREET, BOSTON.





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**COMMISSIONERS' REPORT.**

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**Part 1.**

**RAILROAD CORPORATIONS.**

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# Commonwealth of Massachusetts.

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The Board of Railroad Commissioners respectfully submits its Thirty-first Annual Report.

## MASSACHUSETTS RAILROAD CORPORATIONS.

Forty-six railroad corporations (the same number as in the last report), whose roads are located wholly or in part within the limits of this State, have made the annual returns required by law for the year ending June 30, 1899.

Of the forty-six corporations making returns as above, only eleven were engaged in actual railroad operation. A portion of these eleven companies also operated under lease or contract the roads of the other thirty-five companies. Four of the eleven operating companies — the Boston & Albany, Boston & Maine, Fitchburg, and New York, New Haven & Hartford — operated over 97 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

## RAILROAD MILEAGE.

There was a net increase the last year of .880 of a mile in the length of railroad line located in this State. The new railroad line constructed was connecting tracks between various divisions of the roads.

An addition of 1.480 miles of second main track, .990 of a mile of third main track, .990 of a mile of fourth main track, and 21.240 miles of side track was also made to the existing roads within the State.

There are now in Massachusetts 2,108.510 miles of main and branch railroad line. There are besides 926.627 miles of second, third and fourth main track, and 1,326.957 miles of side track — making the total length of railroad track within the

State 4,362.094 miles. The following table gives the length of railroad line and track in this State, June 30, 1899, as compared with the previous year : —

*Railroad Mileage in Massachusetts, 1898 and 1899.*

RAILROAD MILEAGE.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,107.630	2,108.510	.880
Length of second track, . . .	859.127	860.607	1.480
Length of third track, . . .	35.370	36.360	.990
Length of fourth track, . . .	28.670	29.660	.990
Length of side track, . . .	1,305.717	1,326.957	21.240
Total, reckoned as single track,	4,336.514	4,362.094	25.580

*Mileage Owned.*

The total length of railroad line *owned* by the Massachusetts companies *in* and *out* of the State, is 3,665.440 miles; and the total length of railroad track so owned, is 7,229.784 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1899, and the increase over the previous year, are stated in the following table : —

*Mileage Owned by Massachusetts Companies, 1898 and 1899.*

MILEAGE OWNED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,612.210	3,665.440	53.230
Length of second track, . . .	1,278.527	1,287.207	8.680
Length of third track, . . .	94.030	95.980	1.950
Length of fourth track, . . .	87.330	89.280	1.950
Length of side track, . . .	2,057.597	2,091.877	34.280
Total, reckoned as single track,	7,129.694	7,229.784	100.090

*Mileage Operated.*

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the State, including roads operated under lease or contract as well as roads owned, is 4,803.240

miles ; and the total length of track so operated, is 8,934.884 miles — as shown in detail, with the increase for the year, in the next table : —

*Mileage Operated by Massachusetts Companies, 1898 and 1899.*

MILEAGE OPERATED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	4,747.650	4,803.240	55.590
Length of second track, . . .	1,364.367	1,364.977	.610
Length of third track, . . .	108.660	111.030	2.370
Length of fourth track, . . .	100.610	102.980	2.370
Length of side track, . . .	2,507.287	2,552.657	45.370
Total, reckoned as single track,	8,828.574	8,934.884	106.310

A comparison of the foregoing tables will show that of the 3,665 miles of railroad line *owned* by Massachusetts companies, 1,556 miles are outside the State ; and of the 4,803 miles *operated*, 2,694 miles are outside the State. In other words, about two-fifths of the total mileage *owned*, and more than one-half of the total mileage *operated*, by the companies whose business is covered by this report, are located in other States.

#### COST AND CAPITAL INVESTMENT PER MILE.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of three roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 46.70 miles, of which 29.92 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is \$78,615.73 per mile of road owned, and the average cost of equipment is approximately \$7,842.56 — making together \$86,458.29 per mile. The average cost of construction of narrow-gauge road is \$40,803.55 per mile, with \$6,052.63 for equipment — or a total of \$46,856.18 per mile.

In reckoning or comparing cost per mile, the length of second, third and fourth main track should be taken into account. The following table gives the average cost of construction and of



equipment per mile of *road* owned, and also per mile of *main track* owned, including the cost but not the length of side track, for roads of each class, as returned by the companies at the close of the last two years :—

*Cost of Construction and Equipment, June 30, 1898 and 1899.*

CONSTRUCTION AND EQUIPMENT.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	1898.	1899.	1898.	1899.
<i>Standard-Gauge Roads.</i>				
Cost of construction, .	\$79,206 71	\$78,615 73	\$56,303 45	\$55,983 13
Cost of equipment, .	8,017 14	7,842 56	5,698 92	5,584 77
Totals, . . .	\$87,223 85	\$86,458 29	\$62,002 37	\$61,567 90
<i>Narrow-Gauge Roads.</i>				
Cost of construction, .	\$40,803 55	\$40,803 55	\$33,906 15	\$33,906 15
Cost of equipment, .	6,052 63	6,052 63	5,029 50	5,029 50
Totals, . . .	\$46,856 18	\$46,856 18	\$38,935 65	\$38,935 65

In the next table the cost of construction and equipment, and also the *capital investment* (amount of outstanding capital stock and net debt), per mile of road and per mile of main track, are given for each of the four leading standard-gauge roads, as ascertained from the returns of the companies owning the same, June 30, 1899 :—

*Cost and Capital Investment per Mile (Four Roads).*

RAILROADS.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	Construction and Equipment.	Capital Investment.	Construction and Equipment.	Capital Investment.
Boston & Albany, . . .	\$97,767	\$104,589	\$53,646	\$57,390
Boston & Maine, . . .	97,025	116,854	68,858	82,931
Fitchburg, . . . . .	111,281	118,326	87,012	92,520
N. Y., N. H. & Hartford, .	131,798	151,050*	74,061	84,878*
Averages, . . . . .	\$110,993	\$124,780	\$70,866	\$79,669

\* Not including capital stock issued in exchange for stocks of leased lines.

## ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1899, were \$400,265,131.78. The several classes of assets, and the increase or decrease in each class as compared with 1898, appear in the following table :—

*Gross Assets, June 30, 1898 and 1899.*

ASSETS.	1898.	1899.	Increase.
Construction, . . .	\$284,317,836	\$286,395,399	\$2,077,563
Equipment, . . .	28,867,843	28,662,843	205,000*
Lands and buildings, . .	2,863,573	3,222,206	358,633
Stocks in other companies, .	27,530,441	31,199,618	3,669,177
Bonds of other companies, .	5,394,548	6,669,318	1,274,770
Other permanent property, .	2,035,527	2,035,527	—
Cash and current assets, .	19,915,838	23,543,288	3,627,450
Miscellaneous assets, . .	19,396,558	18,536,933	859,625*
Gross Assets, . . .	\$390,322,164	\$400,265,132	\$9,942,968

\* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$375,363,-692.93. The several kinds of liabilities, and the amount of each as compared with 1898, are shown in the next table :—

*Gross Liabilities, June 30, 1898 and 1899.*

LIABILITIES.	1898.	1899.	Increase.
Capital stock, . . .	\$205,766,507	\$213,255,282	\$7,488,775
Funded debt, . . .	140,554,407	138,001,534	2,552,873*
Real estate mortgages, .	1,261,300	858,300	403,000*
Current liabilities, . .	16,762,983	19,860,674	3,097,691
Accrued liabilities, . .	3,334,329	3,387,903	53,574
Gross Liabilities, † .	\$367,679,526	\$375,363,693	\$7,684,167
Surplus, . . .	22,642,638	24,901,439	2,258,801
Sinking and special funds, .	4,203,819	5,168,243	964,424

\* Decrease.

† Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that there was a gain over the previous year of \$9,942,968 in gross assets, and an increase of \$7,684,167 in gross liabilities, — a balance of \$2,258,801 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

*Gross Assets, Liabilities and Surplus for Ten Years, 1890-1899.*

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1890, . . . .	\$292,008,967	\$279,164,416	\$12,844,551	8.17
1891, . . . .	301,185,709	289,530,588	11,655,121	7.35
1892, . . . .	307,634,377	295,157,876	12,476,501	7.15
1893, . . . .	334,724,845	320,551,032	14,173,813	7.60
1894, . . . .	353,362,317	342,060,944	11,301,373	5.89
1895, . . . .	360,639,658	346,739,520	13,900,138	7.18
1896, . . . .	380,502,835	363,623,710	16,879,124	8.23
1897, . . . .	385,439,818	367,353,742	18,086,076	8.78
1898, . . . .	390,322,164	367,679,526	22,642,638	11.01
1899, . . . .	400,265,132	375,363,693	24,901,439	11.68
Averages, . .	\$350,608,582	\$334,722,505	\$15,886,077	8.40

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1899, was \$83,510,682.05, and the total expenditures, including dividends paid, were \$82,855,800.93 — showing a net surplus for the year of \$654,881.12 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows : —

*Total Income, 1898 and 1899.*

INCOME.	1898.	1899.	Increase.
Gross earnings from operation, .	\$73,599,534	\$75,430,061	\$1,830,527
Rentals from lease of road, .	5,866,256	6,902,718	1,036,462
Income from other sources, .	1,340,617	1,177,903	162,714*
Total Income, . . . .	\$80,806,407	\$83,510,682	\$2,704,275

\* Decrease.

The items of total expenditure, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table :—

*Total Expenditures, 1898 and 1899.*

EXPENDITURES.	1898.	1899.	Increase.
Expenses of operation, . . .	\$50,890,883	\$51,490,351	\$599,468
Interest on debt and loans, . . .	6,398,334	6,321,273	77,061*
Taxes, . . . . .	4,014,267	4,389,403	375,136
Rentals of leased roads, . . .	7,523,914	8,366,944	843,030
Other charges on income, . . .	155,183	144,081	11,102*
Dividends paid, . . . . .	11,599,462	12,143,749	544,287
Total Expenditures, . . .	\$80,582,043	\$82,855,801	\$2,273,758
Surplus for the year, . . .	224,364*	654,881	430,517

\* Decrease.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-six Massachusetts corporations, June 30, 1899, was \$213,255,282.35 — a net increase of \$7,488,775.00 over the previous year, resulting from additions in the case of the following companies :—

Additions :—

Boston & Maine, . . . . .	\$480,575 00
New York, New Haven & Hartford, . . . . .	7,008,200 00
Total increase of capital stock, . . . . .	\$7,488,775 00

*Issue of Capital Stock Authorized by the Board.*

On May 29, 1899, the Board authorized and approved, under chapter 462 of the Acts of 1894, an issue of capital stock by the Boston & Maine Railroad, amounting to \$480,187.50.

*Dividends.*

The total amount of cash dividends declared the last year was \$12,143,749.00 — an increase of \$544,286.50 over the previous year. Thirty-four of the forty-six corporations declared dividends varying in rate from 1 to 10 per cent, and twelve paid no dividends.

Four companies paid 10 per cent; three paid 9 per cent; four paid 8 per cent; four paid 7 per cent; six paid 6 per

cent; one paid 5 per cent; two paid  $4\frac{1}{2}$  per cent; two paid 4 per cent; one paid 4 per cent on preferred and nothing on common stock; one paid 3 per cent; one paid 3 per cent on preferred and nothing on common stock; two paid 2 per cent; one paid  $1\frac{1}{2}$  per cent on preferred and nothing on common stock; and two paid 1 per cent.

The amount of the capital stock of the thirty-four dividend-paying companies, was \$211,819,242.33,\* on which the average rate of dividend was 5.73 per cent. The amount of the capital stock of the twelve companies paying no dividends, was \$1,436,040.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year, was 5.69 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of cash dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years:—

*Capital Stock, Net Income and Dividends, 1890-1899.*

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage to Total Capital Stock.
1890, . . .	\$157,243,516	\$10,730,078	\$8,450,560	5.37
1891, . . .	158,488,426	9,629,807	9,013,517	5.69
1892, . . .	174,513,552	10,168,031	9,529,575	5.46
1893, . . .	186,440,423	12,060,502	10,832,400	5.81
1894, . . .	191,892,697	9,380,969	11,204,530	5.84
1895, . . .	193,506,847	11,326,019	11,864,565	5.87
1896, . . .	205,105,977	11,625,746	11,260,994	5.49
1897, . . .	205,671,652	11,467,847	11,522,998	5.60
1898, . . .	205,766,507	11,823,827	11,599,462	5.64
1899, . . .	213,255,282	12,798,630	12,143,749	5.69
Averages, .	\$189,188,488	\$11,101,146	\$10,692,235	5.65

\* Including common stock on which, in the case of three of these companies, no dividend was paid.



## FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1899, was \$138,001,533.61 — a decrease of \$2,552,873.30 from the previous year, resulting from additions and deductions in the case of the following companies:—

Additions:—	
Hoosac Tunnel & Wilmington, . . . . .	\$20,000 00
<hr/>	
Total additions to funded debt, . . . . .	\$20,000 00
<hr/>	
Deductions:—	
Boston & Lowell, . . . . .	\$14,900 00
Boston & Maine, . . . . .	86,973 30
Chatham, . . . . .	1,000 00
Fitchburg, . . . . .	1,207,000 00
New York, New Haven & Hartford, . . . . .	1,261,000 00
Old Colony, . . . . .	2,000 00
<hr/>	
Total deductions from funded debt, . . . . .	\$2,572,873 30
<hr/>	
Net decrease of funded debt, . . . . .	\$2,552,873 30

*Issue of Bonds Authorized by the Board.*

On January 12, 1899, the Board authorized and approved, under chapter 462 of the Acts of 1894, an issue of bonds by the Boston & Lowell Railroad Corporation, amounting to \$620,000.00 for the purpose of refunding existing bonds.

*Unfunded Debt.*

The amount of real estate mortgages outstanding June 30, 1899, was \$858,300.00 — a decrease of \$403,000.00 from the previous year.

The total unfunded debt, including the above mortgages, was \$24,106,876.97 — an increase of \$2,748,265.02 over the previous year.

The gross debt, funded and unfunded, was \$162,108,410.58 — an increase of \$195,391.72.

The net debt (the gross debt less \$23,543,288.48 of cash and current assets) was \$138,565,122.10 — a decrease of \$3,432,-

058.72. In computing the net debt, the sum of \$18,536,933.39 returned under the head of "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table:—

*Funded, Unfunded, Gross and Net Debt, 1890-1899.*

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Net Debt.†
1890, . . .	\$102,718,868	\$19,202,031	\$121,920,899	\$104,715,045
1891, . . .	106,158,021	24,884,141	131,042,162	112,142,466
1892, . . .	100,108,797	20,535,527	120,644,324	101,670,609
1893, . . .	108,468,211	25,642,398	134,110,609	115,003,021
1894, . . .	126,646,016	23,522,230	150,168,246	129,977,773
1895, . . .	128,991,353	24,241,320	153,232,673	132,723,454
1896, . . .	132,202,380	26,315,353	158,517,733	138,270,496
1897, . . .	135,816,380	25,865,710	161,682,090	141,054,983
1898, . . .	140,554,407	21,358,612	161,913,019	141,997,181
1899, . . .	138,001,534	24,106,877	162,108,411	138,565,122

\* Including real estate mortgages.

† Gross debt less cash and current assets.

## VOLUME OF TRAFFIC.

### *Train Mileage.*

The total number of miles run by passenger trains the last year, on the roads of all the companies, was 27,749,110 — an increase of 702,609 miles over the previous year; by freight trains, 17,691,524 — a decrease of 29,604 miles; and by all other trains, 11,067,915 — a decrease of 598,923 miles.

The total number of miles run by trains of all kinds was 56,508,549 — an increase of 74,082 miles over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table:—

*Train Mileage for Ten Years, 1890-1899.*

YEARS.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1890, . . .	21,020,064	15,306,155	9,122,146	45,448,365
1891, . . .	22,288,108	16,727,141	9,966,435	48,981,684
1892, . . .	23,548,735	17,466,057	10,350,670	51,365,462
1893, . . .	26,041,383	19,172,518	12,213,041	57,426,942
1894, . . .	25,118,810	16,932,335	11,166,135	53,217,280
1895, . . .	24,302,800	17,019,851	10,582,973	51,905,624
1896, . . .	26,392,246	18,354,625	12,610,907	57,357,778
1897, . . .	26,236,109	17,452,890	11,834,184	55,523,183
1898, . . .	27,046,501	17,721,128	11,666,838	56,434,467
1899, . . .	27,749,110	17,691,524	11,067,915	56,508,549

The next table shows the train mileage on each of the four leading railroads of the State, for the last year:—

*Train Mileage (Four Roads) in 1899.*

RAILROAD COMPANIES.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
Boston & Albany, . .	3,095,743	2,842,560	1,438,459	7,376,762
Boston & Maine, . .	8,305,079	5,454,819	3,453,928	17,213,826
Fitchburg, . . .	2,476,360	2,942,604	927,066	6,346,030
N. Y., N. H. & Hartford, .	13,265,118	6,255,926	4,872,102	24,393,146
Averages, . . .	6,785,575	4,373,977	2,672,889	13,832,441

*Passenger Traffic.*

The total number of passengers carried the last year was 102,043,980—an increase of 103,258 passengers over the previous year. Each passenger travelled on the average a distance of 16.82 miles, making the total passenger mileage 1,716,081,605—an increase of 37,440,665 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table : —

*Passenger Mileage for Ten Years, 1890-1899.*

YEARS.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
1890, . . . .	98,843,712	14.75	1,458,149,088	69
1891, . . . .	107,271,842	14.25	1,528,234,020	68
1892, . . . .	110,915,454	14.35	1,591,795,252	67
1893, . . . .	119,779,947	14.56	1,744,388,553	67
1894, . . . .	109,434,184	14.85	1,624,569,781	65
1895, . . . .	107,856,348	15.17	1,636,197,381	67
1896, . . . .	111,629,051	15.89	1,773,733,208	67
1897, . . . .	102,743,890	16.29	1,674,175,174	64
1898, . . . .	101,940,722	16.47	1,678,640,940	63
1899, . . . .	102,043,980	16.82	1,716,081,605	62

The passenger mileage on the four leading railroads during the last year, was as follows : —

*Passenger Mileage (Four Roads) in 1899.*

RAILROAD COMPANIES.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
Boston & Albany, . .	10,087,380	20.96	211,441,448	68
Boston & Maine, . .	31,607,156	15.73	497,027,126	60
Fitchburg, . . . .	6,818,630	16.96	115,677,303	47
N. Y., N. H. & Hartford,	49,035,411	17.57	861,416,692	65
Averages, . . . .	24,387,144	17.27	421,390,642	62

The next table gives the annual number of passengers carried to and from Boston on the railroads which have a terminus in this city, including the Boston, Revere Beach & Lynn, for each of the last ten years : —

*Passengers to and from Boston, 1890-1899.*

YEARS.	Number of Passengers.	Annual In- crease.	YEARS.	Number of Passengers.	Annual In- crease.
1890, . .	48,072,476	2,897,369	1895, . .	52,015,921	740,680*
1891, . .	51,294,903	3,222,427	1896, . .	53,499,695	1,483,774
1892, . .	54,151,859	2,856,956	1897, . .	49,691,215	3,808,480*
1893, . .	56,581,541	2,429,682	1898, . .	48,967,467	723,748*
1894, . .	52,756,601	3,824,940*	1899, . .	49,174,631	207,164

\* Decrease.

The number of these passengers the last year, though 3,999,524 greater than ten years ago, was 3,581,970 less than five years ago.

*Freight Traffic.*

The total number of tons of freight hauled on all the roads the last year was 36,228,084 — an increase of 889,360 tons over the previous year. Each ton of freight was hauled on the average a distance of 88.65 miles, making the total freight mileage 3,211,643,434 — an increase of 188,872,935 miles, or tons hauled one mile, over the previous year.

*Freight Mileage for Ten Years, 1890-1899.*

YEARS.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
1890, . . . .	27,944,501	70.73	1,976,652,769	128
1891, . . . .	29,181,594	71.05	2,073,437,566	123
1892, . . . .	31,131,146	72.01	2,241,775,988	127
1893, . . . .	32,995,033	73.68	2,431,081,708	125
1894, . . . .	27,378,660	79.90	2,187,504,182	128
1895, . . . .	30,858,173	83.01	2,561,598,881	148
1896, . . . .	34,605,838	83.18	2,878,369,521	155
1897, . . . .	33,276,416	84.80	2,821,770,240	160
1898, . . . .	35,338,724	85.54	3,022,770,499	172
1899, . . . .	36,228,084	88.65	3,211,643,434	182



The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the four leading roads for the last year :—

*Freight Mileage (Four Roads) in 1899.*

RAILROAD COMPANIES.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
Boston & Albany, . .	4,847,148	116.49	564,622,874	199
Boston & Maine, . .	10,644,376	67.59	719,460,569	132
Fitchburg, . . . .	5,211,203	120.90	630,050,444	214
N. Y., N. H. & Hartford,	14,375,823	87.47	1,257,413,624	201
Averages, . . . .	8,769,638	90.41	792,886,878	181

#### DENSITY OF TRAFFIC.

By “density of traffic” is meant the average annual number of passengers or tons of freight carried one mile per total mile of railroad operated. The density of traffic on a railroad system, other things being equal, is a measure of its earning capacity.

The following table shows the density of passenger traffic and freight traffic, and of both combined, during the last year, on all of the Massachusetts railroads taken together, and on the four leading roads in detail.

*Density of Passenger and Freight Traffic in 1899.*

RAILROAD COMPANIES.	Passengers Carried One Mile per Mile of Road Operated.	Tons of Freight Carried One Mile per Mile of Road Operated.	Total Passengers and Tons of Freight so Carried.
All Massachusetts companies, .	358,845	671,577	1,030,422
Boston & Albany, . . . .	536,722	1,433,235	1,969,957
Boston & Maine, . . . .	289,712	419,366	709,078
Fitchburg, . . . . .	252,692	1,376,317	1,629,009
N. Y., N. H. & Hartford, . .	420,780	614,214	1,034,994
Averages (four companies), .	365,274	687,299	1,052,573

*Comparative Passenger and Freight Revenue.*

In the Middle States, and in the United States as a whole, about seven-tenths of the revenue from railroad operation is derived from the freight service, and only about three-tenths from the passenger service. The Massachusetts companies, on the contrary, as will be seen in the following table, derive their aggregate earnings in about equal proportions from passengers and from freight. The varying percentages of the four leading companies for the last year are also shown in the table : —

*Comparative Earnings from Passengers and Freight in 1899.*

EARNINGS FROM OPERATION.	All Massachusetts Roads.	Boston & Albany.	Boston & Maine.	Fitchburg.	New York, New Haven, & Hartford.
Passenger revenue, . . .	46.83	47.36	47.95	30.96	49.50
Freight revenue, . . .	52.12	50.46	51.62	68.01	49.49
Other earnings, . . .	1.05	2.18	.43	1.03	1.01
Total, . . .	100.00	100.00	100.00	100.00	100.00

It will be seen from the foregoing tables that, of the four leading Massachusetts railroads, the Boston & Albany has the greatest density of both passenger and freight traffic, and the Fitchburg is the more distinctively a freight road.

## EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table : —

*Gross Earnings and Expenses of Operation, 1898 and 1899.*

EARNINGS AND EXPENSES.	1898.	1899.	Increase.
Revenue from passengers, . . .	\$29,805,758	\$30,310,157	\$504,399
from mails, express, etc., .	4,874,299	5,015,078	140,779
Revenue from freight, . . .	36,911,662	37,962,375	1,050,713
from elevators, etc., . . .	1,293,322	1,347,754	54,432
Other earnings from operation, .	714,493	794,697	80,204
Gross earnings from operation, .	\$73,599,534	\$75,430,061	\$1,830,527
Operating expenses, . . .	50,890,883	51,490,351	599,468
Net earnings from operation, .	\$22,708,651	\$23,939,710	\$1,231,059

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the four leading roads for the last year, and on all of the roads for each of the past ten years : —

*Gross Earnings from Operation (Four Roads) in 1899.*

RAILROAD COMPANIES.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
Boston & Albany, . . .	\$4,416,590	\$4,705,423	\$203,023	\$9,325,036
Boston & Maine, . . .	9,604,269	10,337,415	85,564	20,027,248
Fitchburg, . . . . .	2,367,787	5,200,542	78,751	7,647,080
N. Y., N. H. & Hartford, .	18,384,830	18,381,849	377,238	37,143,917
Averages, . . . . .	\$8,693,369	\$9,656,307	\$186,144	\$18,535,820

*Gross Earnings from Operation for Ten Years, 1890-1899.*

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
1890, . . . . .	\$29,437,712	\$29,225,214	\$567,835	\$59,230,761
1891, . . . . .	30,938,054	29,732,724	812,326	61,483,104
1892, . . . . .	32,211,733	30,878,350	1,053,204	64,143,287
1893, . . . . .	35,579,616	34,360,752	995,562	70,935,930
1894, . . . . .	33,252,621	29,812,095	1,063,707	64,128,423
1895, . . . . .	33,396,319	33,682,562	1,076,025	68,154,906
1896, . . . . .	36,395,024	37,885,071	606,385	74,886,480
1897, . . . . .	34,745,628	36,514,714	674,431	71,934,773
1898, . . . . .	34,680,057	38,204,984	714,493	73,599,534
1899, . . . . .	35,325,236	39,310,129	794,697	75,430,062

*Ratio of Operating Expenses to Gross Earnings.*

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from opera-

tion of the four leading companies for the last year, and of all the companies for ten years : —

*Ratio of Operating Expenses to Gross Earnings (Four Roads) in 1899.*

RAILROAD COMPANIES.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
Boston & Albany, .	\$9,325,036	\$5,929,931	<b>63.59</b>	\$3,395,105
Boston & Maine, .	20,027,248	13,712,614	<b>68.47</b>	6,314,634
Fitchburg, . . .	7,647,080	5,312,555	<b>69.47</b>	2,334,525
N. Y., N. H. & Hartford,	37,143,917	25,581,256	<b>68.87</b>	11,562,661
Averages, . . .	\$18,535,820	\$12,634,089	<b>68.16</b>	\$5,901,731

*Ratio of Operating Expenses to Gross Earnings, 1890-1899.*

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1890, . . . .	\$59,230,761	\$39,660,713	<b>66.96</b>	\$19,570,048
1891, . . . .	61,483,104	42,432,063	<b>69.01</b>	19,051,041
1892, . . . .	64,143,287	44,690,012	<b>69.67</b>	19,453,275
1893, . . . .	70,935,930	49,503,963	<b>69.79</b>	21,431,967
1894, . . . .	64,128,423	44,464,805	<b>69.34</b>	19,663,618
1895, . . . .	68,154,906	46,446,304	<b>68.15</b>	21,708,602
1896, . . . .	74,886,480	52,362,382	<b>69.92</b>	22,524,098
1897, . . . .	71,934,773	49,413,299	<b>68.69</b>	22,521,474
1898, . . . .	73,599,534	50,890,883	<b>69.28</b>	22,708,651
1899, . . . .	75,430,061	51,490,351	<b>68.26</b>	23,939,710
Averages, . . .	\$68,392,726	\$47,135,478	<b>68.92</b>	\$21,257,248

*Earnings and Expenses per Mile of Road Operated.*

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the four leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables : —

*Earnings and Expenses per Mile of Road Operated (Four Roads)  
in 1899.*

RAILROAD COMPANIES.	Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, . . . .	\$23,671	\$15,053	\$8,618
Boston & Maine, . . . .	11,674	7,993	3,681
Fitchburg, . . . .	16,705	11,605	5,100
N. Y., New Haven & Hartford, .	18,144	12,496	5,648
Averages, . . . .	\$16,067	\$10,951	\$5,116

*Earnings and Expenses per mile of Road Operated, 1890-1899.*

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, .	\$14,984	\$10,033	\$4,951	1895, .	\$15,660	\$10,672	\$4,988
1891, .	15,413	10,637	4,776	1896, .	15,845	11,079	4,766
1892, .	15,920	11,092	4,828	1897, .	15,229	10,461	4,768
1893, .	16,390	11,438	4,952	1898, .	15,571	10,766	4,805
1894, .	14,813	10,271	4,542	1899, .	15,773	10,767	5,006

*Earnings and Expenses per Revenue-Train Mile.*

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

*Earnings and Expenses per Total Revenue-Train Mile, 1890-1899.*

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, .	\$1.617	\$1.083	\$0.534	1895, .	\$1.637	\$1.115	\$0.522
1891, .	1.565	1.080	.485	1896, .	1.664	1.163	.501
1892, .	1.554	1.083	.471	1897, .	1.638	1.125	.513
1893, .	1.558	1.088	.470	1898, .	1.637	1.132	.505
1894, .	1.512	1.051	.461	1899, .	1.653	1.128	.525



*Earnings and Expenses per Revenue-Train Mile (Four Roads) in 1899.*

RAILROAD COMPANIES.	Gross Earnings per Passenger-Train Mile.	Gross Earnings per Freight-Train Mile.	PER TOTAL REVENUE-TRAIN MILE.		
			Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, . . .	\$1.427	\$1.655	\$1.570	\$0.999	\$0.571
Boston & Maine, . . .	1.156	1.895	1.455	.997	.458
Fitchburg, . . .	.956	1.767	1.411	.980	.431
N. Y., N. H. & Hartford,	1.386	2.938	1.903	1.310	.593
Averages, . . .	\$1.281	\$2.208	\$1.661	\$1.132	\$0.529

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the four leading railroads of the State, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

*Earnings and Expenses per Total Train Mile.*

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the four leading roads for the last two years, are stated in the following tables:—

*Earnings and Expenses per Total Train Mile, 1890–1899.*

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1890, . . .	\$1.303	\$0.872	\$0.431	1895, . . .	\$1.313	\$0.895	\$0.418
1891, . . .	1.255	.866	.389	1896, . . .	1.303	.913	.390
1892, . . .	1.249	.870	.379	1897, . . .	1.296	.890	.406
1893, . . .	1.235	.862	.373	1898, . . .	1.304	.902	.402
1894, . . .	1.205	.835	.370	1899, . . .	1.335	.911	.424

*Earnings and Expenses per Total Train Mile (Four Roads) in 1898 and 1899.*

RAILROAD COMPANIES.	GROSS EARNINGS.		OPERATING EXPENSES.		NET EARNINGS.	
	1898.	1899.	1898.	1899.	1898.	1899.
Boston & Albany, . .	\$1.272	\$1.264	\$0.838	\$0.804	\$0.434	\$0.460
Boston & Maine, . .	1.151	1.163	.793	.797	.358	.366
Fitchburg, . . .	1.196	1.205	.826	.837	.370	.368
N. Y., N. H. & Hartford,	1.529	1.523	1.054	1.049	.475	.474
Averages, . . .	\$1.323	\$1.340	\$0.906	\$0.913	\$0.417	\$0.427

FARES AND FREIGHTS.

*Passenger Fares.*

The average passenger fare per mile on the Massachusetts railroads for each of the last twenty-nine years, as ascertained from the annual returns to the Board, is given in the following table :—

*Average Passenger Fare per Mile (All Massachusetts Roads) for 29 Years, 1871 to 1899.*

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1871, . .	2.51	1881, . .	2.02	1891, . .	1.83
1872, . .	2.43	1882, . .	2.00	1892, . .	1.83
1873, . .	2.32	1883, . .	2.00	1893, . .	1.83
1874, . .	2.30	1884, . .	1.92	1894, . .	1.80
1875, . .	2.30	1885, . .	1.88	1895, . .	1.78
1876, . .	2.23	1886, . .	1.88	1896, . .	1.79
1877, . .	2.22	1887, . .	1.85	1897, . .	1.80
1878, . .	2.18	1888, . .	1.90	1898, . .	1.78
1879, . .	2.11	1889, . .	1.87	1899, . .	1.77
1880, . .	2.05	1890, . .	1.82		

The table shows a gradual reduction of the average fare, with occasional slight fluctuations, from 2.51 cents per mile

in 1871 to 1.77 cents per mile in 1899. This is a reduction of nearly 30 per cent, or an average reduction of a little more than one per cent a year.

*Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890 and 1897-99.*

RAILROAD COMPANIES.	1870.	1880.	1890.	1897.	1898.	1899.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.78	2.09	1.86	1.75	1.75	1.74
Boston & Maine, . . .	2.14	2.14	1.83	1.76	1.74	1.71
Fitchburg, . . . . .	2.56	1.88	1.91	1.81	1.83	1.80
New England, . . . .	-	2.12	1.96	1.97	1.93	-
N. Y., N. H. & Hartford, .	2.38	1.92	1.73	1.80	1.77	1.80
All five companies, . .	2.40	2.01	1.81	1.79	1.77	1.77

The preceding table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1897 to 1899.

The average fare the last year on the five roads in question, 1.77 cents per mile, is a reduction of 26 per cent from the corresponding fare of 2.40 cents in 1870.

In the next table, the average passenger fares per mile in 1899 on *four* leading railroads, taken singly and as a group, are compared with the fares on the same roads in 1865; and the percentage of the new fare to the old, and the resulting percentage of reduction in each case, are as follows:—

*Comparative Passenger Fare per Mile (Four Roads) in 1865 and 1899.*

RAILROAD COMPANIES.	Fare 1865.	Fare 1899.	Per Cent of 1899 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany, . . . .	2.81	1.74	62	38
Boston & Maine, . . . .	2.57	1.71	67	33
Fitchburg, . . . . .	2.59	1.80	69	31
N. Y., New Haven & Hartford,	2.32	1.80	78	22
All four companies, . . .	2.59	1.77	68	32

The figures in this table indicate an average passenger fare of 2.59 cents per mile in 1865, on the leading railroad lines of the State, as against a corresponding fare of 1.77 cents in 1899, — a reduction of 32 per cent in the intervening period of thirty-four years.

*Freight Rates.*

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last twenty-nine years:—

*Average Freight Rate per Ton Mile (All Massachusetts Roads) for 29 Years, 1871 to 1899.*

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . .	3.11	1881, . .	1.71	1891, . .	1.42
1872, . .	2.81	1882, . .	1.71	1892, . .	1.36
1873, . .	2.75	1883, . .	1.72	1893, . .	1.39
1874, . .	2.64	1884, . .	1.64	1894, . .	1.33
1875, . .	2.45	1885, . .	1.59	1895, . .	1.28
1876, . .	2.17	1886, . .	1.64	1896, . .	1.28
1877, . .	2.07	1887, . .	1.62	1897, . .	1.25
1878, . .	1.92	1888, . .	1.55	1898, . .	1.22
1879, . .	1.82	1889, . .	1.50	1899, . .	1.18
1880, . .	1.84	1890, . .	1.45		

The average freight rate of 3.11 cents per mile in 1871 fell, as appears in the table, by constant and rapid gradations year by year to 1.82 cents in 1879. With some after fluctuations, but on a gradually descending scale, it has reached and maintained the last year its lowest point at 1.18 cents per ton mile — a reduction of 62 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1897 to 1899:—

*Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1897-99.*

RAILROAD COMPANIES.	1870.	1880.	1890.	1897.	1898.	1899.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.19	1.21	1.11	.92	.83	.78
Boston & Maine, . . .	4.45	2.56	1.76	1.45	1.48	1.43
Fitchburg, . . . . .	4.81	1.37	.99	.87	.82	.77
New England, . . . .	—	2.86	1.22	1.07	1.10	—
N. Y., N. H. & Hartford, .	4.09	2.41	2.07	1.54	1.51	1.41
All five companies, . .	2.95	1.65	1.44	1.25	1.21	1.18

The table finds the average rate on the foregoing group of roads to have been 2.95 cents per ton mile in the year 1870. The corresponding rate for the last year is 1.18 cents. This is a reduction of 60 per cent.

The next table compares the average freight rates in 1899, on *four* leading railroads, taken singly and as a group, with the rates on the same roads in 1865; and, as in the corresponding table of passenger fares, gives the percentage of the later to the earlier rate, and the percentage of reduction, for each and all of the four roads:—

*Comparative Freight Rate per Ton Mile (Four Roads) in 1865 and 1899.*

RAILROAD COMPANIES.	Rate 1865.	Rate 1899.	Per Cent of 1899 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany, . . . .	3.86	0.78	20	80
Boston & Maine, . . . .	4.83	1.43	30	70
Fitchburg, . . . . .	4.78	.77	16	84
N. Y., New Haven & Hartford,	3.82	1.41	37	63
All four companies, . . .	4.16	1.18	28	72



It appears by this table that the average freight rate, on four of the leading railroad lines of the State, has fallen from 4.16 cents in 1865 to 1.18 cents in 1899 — a reduction of 72 per cent in thirty-four years.

In comparing the present passenger and freight rates of the selected groups of companies named in the foregoing tables with their corresponding rates in former years, the operations for those years of the more important railroad lines of this State which have been since consolidated with or leased to the companies in question have been included in the computation of the rates as given in the tables. This, which was necessary to a fair comparison, may account for an apparent discrepancy between some of the figures in these tables and those of similar tables in earlier reports.

#### COST OF REPAIRS, WAGES AND FUEL.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the four leading roads for the last year, appears in the following tables:—

##### *Cost of Repairs, etc., per Total Train Mile, 1894-1899.*

REPAIRS, WAGES, ETC.	1894.	1895.	1896.	1897.	1898.	1899.
Repair of roadbed,* .	\$0.100	\$0.100	\$0.121	\$0.120	\$0.119	\$0.120
Renewal of rails, . .	.016	.011	.008	.015	.010	.009
Repair of bridges, . .	.017	.012	.013	.012	.013	.013
Repair of locomotives, .	.031	.049	.044	.047	.048	.051
Repair of passenger cars, .	.029	.034	.040	.037	.037	.034
Repair of freight cars, .	.033	.034	.043	.033	.038	.041
Wages, . . . .	.306	.310	.310	.309	.312	.315
Fuel, . . . .	.106	.109	.100	.100	.100	.096
Totals, . . . .	\$0.638	\$0.659	\$0.679	\$0.673	\$0.677	\$0.679

\* Including renewal of ties.

*Cost of Repairs, etc., per Total Train Mile (Four Roads) in 1899.*

REPAIRS, WAGES, ETC.	Boston & Albany.	Boston & Maine.	Fitchburg.	N. Y., N. H. & Hartford.	Averages.
Repair of roadbed,* . . .	\$0.095	\$0.116	\$0.090	\$0.138	\$0.120
Renewal of rails, . . .	.007	.006	.007	.013	.009
Repair of bridges, . . .	.013	.013	.007	.015	.013
Repair of locomotives, . . .	.065	.042	.078	.048	.051
Repair of passenger cars,† . . .	.059	.062	.046	.082	.070
Repair of freight cars,‡ . . .	.081	.121	.145	.162	.133
Wages, . . . . .	.288	.277	.249	.368	.315
Fuel, . . . . .	.088	.090	.106	.102	.097
Totals, . . . . .	\$0.696	\$0.727	\$0.728	\$0.928	\$0.808

\* Including renewal of ties.

† Per total passenger-train mile (including baggage, express and mail cars).

‡ Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same four roads the last year:—

*Cost of Repairs per Locomotive and per Car (Four Roads) in 1899.*

RAILROAD COMPANIES.	Per Locomotive.	Per Passenger Car.*	Per Freight Car.	Totals.
Boston & Albany, . . .	\$1,932 19	\$507 69	\$43 20	\$2,483 08
Boston & Maine, . . .	1,065 68	431 64	61 07	1,558 39
Fitchburg, . . . . .	2,373 57	453 03	87 54	2,914 14
N. Y., N. H. & Hartford, . . .	1,265 69	595 79	81 23	1,942 71
Averages, . . . . .	\$1,393 37	\$522 81	\$69 60	\$1,985 78

\* Including baggage, express and mail cars.

## ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years :—

*Schedule of Rolling Stock, 1893-1899.*

ROLLING STOCK.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Locomotives, .	1,955	1,956	1,982	2,062	2,069	2,072	2,091
Passenger cars, .	3,093	3,156	3,139	3,217	3,192	3,174	3,144
Baggage, express and mail cars, .	518	521	517	569	569	577	582
Freight cars, .	36,968	38,476	37,116	39,423	37,036	35,491	33,935
Gravel cars, etc., .	3,342	1,493	1,519	1,928	1,920	1,890	1,937

## NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all of the railroad corporations making returns to the Board was 51,881. The following table gives the average number of employees for each of the last ten years :—

*Average Number of Employees, 1890-1899.*

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1890, . . . .	40,350	1895, . . . .	46,533
1891, . . . .	42,289	1896, . . . .	52,127
1892, . . . .	44,784	1897, . . . .	50,924
1893, . . . .	48,831	1898, . . . .	51,602
1894, . . . .	46,727	1899, . . . .	51,881

It appears that 279 more persons were employed the last than the preceding year, and 12,972 more than were employed ten years ago.

## GENERAL SUMMARY OF RAILROAD ACCIDENTS.\*

*Train Accidents.*

The total number of train accidents reported during the year ending June 30, 1899, was 38, of which 29 were collisions and 9 were derailments. In the collisions 4 passengers and 2 employees were killed, and 102 passengers and 35 employees were injured. Most of these casualties resulted from the rear collision of passenger trains which occurred August 21, 1898 (being within the year covered by railroad reports), and on which a special report was printed in the last annual report of the Board. Five other passengers were injured by slight collisions. By derailments 11 passengers were injured, and 3 employees were killed and 7 were injured.

*Number of Persons Injured.*

The total number of persons killed and injured, as reported by the railroad companies during the year ending June 30, 1899, was 1,072, being 5 less than in the preceding year and 74 more than the average for the ten years preceding. Of these, 212 were fatally injured, or 16 less than last year, and 860 were not fatally injured, being 11 more than in 1898. Of the total number injured, 205 were passengers, 590 were employees, 76 were travellers at grade crossings or persons crossing tracks at stations, and 201 were trespassers. Thirty-five of the injured were children.

*Accidents to Passengers.*

The number of passengers injured, fatally and otherwise, was 205. Of these injuries, 10 were fatal, 5 resulting from causes beyond the control of the passenger and 5 being due to the passengers' own fault or want of care. The total number of passengers injured, not fatally, by causes beyond their own control, chiefly train accidents, was 147, a number larger than last year, which was exceptionally large, and was more than double the average number of the same class of accidents in the last ten years.

The ratio of passengers killed and injured to total number carried in the State is shown in the following table:—

---

\* For Tabulated Statement of Accidents, see Appendix.

*Passengers Killed and Injured in Massachusetts in 1898 and 1899.*

PASSENGERS CARRIED, ETC.	1898.	1899.
Total number of passengers carried in Massachusetts,*	81,552,578	81,635,184
Total miles travelled in Massachusetts,	1,342,912,752	1,372,865,284
Passengers <i>killed</i> by causes beyond their control,	0	5
Ratio to total passengers carried,	-	1 to 16,327,037
Ratio to total miles travelled,	-	1 to 274,573,057
Passengers <i>injured</i> from causes beyond their control,	83	147
Ratio to total passengers carried,	1 to 982,561	1 to 555,341
Ratio to total miles travelled,	1 to 16,179,672	1 to 9,339,220
Passengers <i>killed</i> by their own fault or want of care,	6	5
Ratio to passengers carried,	1 to 13,592,096	1 to 16,327,037
Passengers <i>injured</i> by their own fault or want of care,	59	48
Ratio to passengers carried,	1 to 1,382,247	1 to 1,700,733

\* The total number of passengers carried in Massachusetts is estimated to be about 80 per cent of the total number carried on the several roads both in and out of the State.

*Accidents to Employees.*

The number of employees injured was 590, or 6 more than in the preceding year and 6 more than the average for ten years. Of the whole number, 505 were trainmen and 85 were otherwise employed. Ten were killed and 182 were injured while coupling or uncoupling cars. This is a tenfold increase of fatal accidents from this cause, and a decrease of 54, or nearly 23 per cent, in the injuries not fatal. One was killed and 27 were injured by collision with overhead bridges, a decrease of 2 fatalities and an increase of more than 100 per cent of less serious accidents. By train accidents (including engine and car accidents) 7 were killed and 84 were injured, a marked increase from the preceding year, when only 1 was killed and 57 were injured by this cause. By falling from cars or engines 16 were killed and 102 were injured, a decrease from the number of both killed and injured last year. From various other causes, chiefly to employees in freight yards or to trackmen while crossing or being too near the tracks, 29 were fatally injured and 132 less seriously hurt.



As compared with Great Britain, the accidents to employees in Massachusetts do not appear to be materially different in proportion to the mileage of railroad, the mileage in Great Britain being in round numbers about ten times as large as in Massachusetts.

In Massachusetts, killed, . . .	63.	Ratio to mileage, 1 to 33.4 miles.
In Great Britain, " . . .	504.	" " " 1 to 41.8 "
In Massachusetts, injured, . . .	527.	" " " 1 to 4.0 "
In Great Britain, " . . .	4,149.	" " " 1 to 5.0 "

Notwithstanding the increase in the equipment of freight cars with automatic couplers, the accidents from coupling or uncoupling cars do not materially decrease. While the principal railroad companies of this State have fully so equipped their own cars, or nearly so, there are many foreign cars constantly coming into the State and more or less used in trains, a large number of which are not equipped with the best, if any, automatic couplers, and the danger to life and limb by going between cars to couple by hand still continues.

The casualties to employees when coupling or uncoupling cars were not so numerous as in the preceding year, being 192, or 65 less than the number reported last year; but, while only 1 was killed last year when coupling, 10 were killed during the year ending June 30, 1899. It is apparent that such accidents are not reported with uniform regard to the measure of injury requiring a report. While the Boston & Maine reported 4 killed and 99 injured by this class of accidents, the New York, New Haven & Hartford, with about an equal number of freight cars, reported only 1 killed and 15 injured. It is true that the New York, New Haven & Hartford has nearly all its freight cars equipped with automatic couplers, while the Boston & Maine has but 81 per cent so equipped, and it might be inferred that the small number of accidents on the former is due to this complete equipment with safety couplers. But, on the other hand, the Boston & Albany, with half as many freight cars as the New York, New Haven & Hartford, and all of them equipped with automatic couplers, reported 3 killed and 35 injured when coupling; and the Fitchburg, with about the same number of freight cars as the Boston & Albany and a nearly complete equipment with automatic couplers, reported 2 killed and 31 injured.

*Accidents in Coupling and Uncoupling Cars.*

RAILROADS.	Number of Accidents in Coupling and Uncoupling Cars.	Total Number of Freight Cars.	Number Equipped with Automatic Couplers.	Percentage of Cars so Equipped.
Boston & Albany, . . .	38	5,320	5,320	100
Boston & Maine, . . .	103	10,792	8,725	81
Fitchburg, . . . . .	33	4,869	4,745	97
New London Northern, .	2	327	62	19
N. Y., N. H., & Hartford, .	16	12,490	12,057	97
Totals, . . . . .	192	28,798	25,909	90

*Accidents at Overhead Bridges.*

By coming in contact with overhead bridges 1 man was killed and 27 were injured more or less severely. That is nearly double the number reported injured the preceding year, and more than double the number reported ten years ago. In 1892 and 1893, however, soon after applications began to be made for the elimination of grade crossings under the act of 1890, the number reported was 31 and 44 for those years respectively.

*Casualties by Train Accidents.*

By accidents to trains, engines or cars, 7 employees were killed and 84 were injured, 33 more than in the preceding year, and much the largest number reported during the last ten years. By falling from trains or engines 16 were killed and 102 were injured, being 12 less than in the preceding year. The total number of fatal injuries to employees was 63; of injuries not fatal, 527.

*Casualties at Highway Grade Crossings.*

At crossings protected by gates or flags, and in some cases by electric bells, 17 persons were killed and 18 were injured. At unprotected crossings 7 persons were killed and 14 were injured. At stations where the crossing of tracks was unrestricted, 10 persons were killed and 10 were injured, not fatally.

The following table shows the number of such casualties on each of the operating railroads, the number of grade crossings and the ratio of persons killed and injured to the crossings:—

*Casualties at Grade Crossings during the Year ending June 30, 1899.*

RAILROADS.	AT PROTECTED CROSSINGS.		AT UNPROTECTED CROSSINGS.		TOTAL.		Total Grade Crossings.	Total Per-sons Killed or Injured.	Ratio of Accidents to Crossings.†
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany, . . . . .	—	2	1	3	1	5	233	6	1 to 39
Boston & Maine, . . . . .	10	11	3	5	13	16	608	29	1 to 21
Boston, Revere Beach & Lynn,* . . . . .	1	—	—	—	1	—	11	1	1 to 11
Cape Ann Granite, . . . . .	—	—	—	—	—	—	2	—	—
Fitchburg, . . . . .	3	3	1	2	4	5	227	9	1 to 25
Grafton & Upton, . . . . .	—	—	—	—	—	—	30	—	—
Hoosac Tunnel & Wilmington,* . . . . .	—	—	—	—	—	—	—	—	—
Nantucket Central,* . . . . .	—	—	—	—	—	—	4	—	—
New London Northern, . . . . .	—	—	—	—	—	—	53	—	—
New York, New Haven & Hartford, . . . . .	3	2	2	4	5	6	884	11	1 to 80
Totals, . . . . .	17	18	7	14	24	32	2,052	56	1 to 37

\* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 33; at unprotected crossings, 1 to 44.

As usual, the number of casualties at protected crossings exceeds those at unprotected crossings. This is due to the fact that the protected crossings are at places where there is generally a dense population, and passers on the public ways are much more numerous and railroad trains are more frequent. People at such points also become more careless and are disposed to run greater risks, being often utterly regardless of gates or flags, in their haste to cross the tracks.

#### *Accidents at Stations.*

There were 10 fatal accidents reported as occurring "at stations," and 10 which did not prove fatal. Most of these were to persons crossing the tracks to take a train or leaving it to go to their homes. Where the railroad provides no overhead or underground passage to and from the station, a person crossing on the surface is not unreasonably on the track, and cannot be termed a trespasser and law breaker. Nor should a person crossing the track to take a train or after leaving a train be termed a passenger (as is sometimes the case), but more properly be classified under the heading "at station."

#### *Accidents to Trespassers.*

The total number of trespassers killed and injured was 201, or 61 less than last year. Of the total number, 147 were injured while walking, lying or otherwise being unlawfully on the tracks, and 54 were injured while being unlawfully on the cars. One hundred and five of the casualties were fatal and 96 were not fatal, the number of each being considerably less than the average for ten years. Three of the trespassers were evidently suicides, and others were suspected of intentional exposure to death.

#### RECEIPTS OF FLOUR AND GRAIN IN BOSTON.

The aggregate receipts of flour and grain by railroad in Boston during the year ending September 30, 1899, were larger than for any year in our record. The receipts of flour, however (2,571,539 barrels), while larger than in the preceding year, were not as large as the average for ten years, and were very much less than in the years 1891 to 1895 inclusive.

The receipts of wheat (15,532,684 bushels) were much larger than ever before, and by more than 2,000,000 bushels larger than in 1896, the largest on record previous to 1899. The bulk of these receipts were by the Boston & Albany and the Fitchburg railroads, the latter bringing much the largest proportion.

The receipts of corn (16,644,928 bushels) were also much larger than in any year of the last ten, and, indeed, larger than any in the record of the last twenty-five years, though in 1880 the receipts were nearly 15,000,000 bushels.

Of oats the receipts were 11,972,378 bushels, not so large as in the preceding year by 1,721,654 bushels, but larger than any other year of the last ten.

As will be seen by the following table, the Boston & Albany brought the largest proportion of flour and oats, the Fitchburg brought the largest proportion of wheat and corn and only a slightly smaller proportion of oats, the Boston & Maine brought a larger proportion of oats than of either of the other grains or flour.

*Proportionate Receipts by the different Routes in 1899.*

RAILROAD AND OTHER ROUTES.	Flour.	Wheat.	Corn.	Oats.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Boston & Albany Railroad, . . .	37.1	34.5	39.4	36.4
Boston & Maine Railroad, . . .	16.7	1.6	7.6	19.1
Fitchburg Railroad, . . . . .	32.7	63.8	50.7	35.7
N. Y., N. H. & Hartford Railroad, .	13.5	0.1	2.3	8.8
All other routes, . . . . .	—	—	—	—
Totals, . . . . .	100.0	100.0	100.0	100.0



*Receipts of Flour and Wheat in Boston for Ten Years (ending September 30), 1890 to 1899.*

ROUTE.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.
<b>RECEIPTS OF FLOUR—BARRELS.</b>										
Boston & Albany Railroad, .	1,089,714	986,568	1,274,089	1,432,986	1,314,407	1,214,548	860,378	969,103	1,089,968	954,637
Boston & Maine Railroad, .	117,128	133,694	179,129	337,222	293,147	435,404	426,448	361,956	325,525	430,615
Fitchburg Railroad, .	764,810	995,889	1,015,671	1,126,360	1,248,022	1,125,331	878,231	541,880	740,478	840,443
New England Railroad, .	279,759	433,085	356,001	310,943	313,253	273,586	289,733	198,566	205,263	345,844
N Y, N. H & Hartford R.R.,	—	—	—	39,619	61,589	65,839	62,618	12,651	26,309	—
All other routes, . . .	216,872	208,576	345,087	52,429	23,262	15,786	—	—	—	—
Total barrels of Flour, .	2,468,283	2,757,812	3,169,977	3,299,559	3,253,680	3,130,494	2,517,408	2,084,156	2,337,543	2,571,539
<b>RECEIPTS OF WHEAT—BUSHELS.</b>										
Boston & Albany Railroad, .	92,400	346,714	1,990,282	1,023,051	1,843,828	1,920,897	4,991,187	3,380,788	4,567,116	5,354,368
Boston & Maine Railroad, .	20,100	22,188	1,011,683	663,428	555,364	526,002	1,332,596	372,026	1,161,090	254,156
Fitchburg Railroad, .	640,760	1,052,950	4,801,535	2,283,956	3,359,639	5,247,146	6,561,011	5,893,038	6,908,491	9,911,166
New England Railroad, .	3,000	2,840	17,852	367,777	838,036	532,182	283,516	849,044	3,129	12,994
N Y, N. H & Hartford R.R.,	—	—	—	—	2,756	2,900	600	—	650	—
All other routes, . . .	1,600	7,010	13,224	—	—	—	—	—	—	—
Total bushels of Wheat, .	757,860	1,431,702	7,834,576	4,338,212	6,599,623	8,229,127	13,168,910	10,494,896	12,640,476	15,532,684

\* Year ending June 30.

*Receipts of Corn and Oats in Boston for Ten Years (ending September 30), 1890 to 1899.*

ROUTE.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.
<b>RECEIPTS OF CORN — BUSHELS.</b>										
Boston & Albany Railroad, .	4,111,480	3,590,100	3,851,653	3,803,312	3,481,800	1,736,820	3,500,468	4,845,968	3,733,226	6,560,002
Boston & Maine Railroad, .	530,585	434,772	393,590	882,320	1,020,893	598,748	1,214,311	1,971,236	2,060,899	1,264,628
Fitchburg Railroad, .	5,918,995	2,494,308	2,854,926	2,731,304	3,043,302	2,262,817	3,526,379	5,077,423	6,599,092	8,432,858
New England Railroad, .	335,925	546,841	608,571	817,378	1,140,320	1,463,920	1,007,872	639,416	530,660	387,440
N. Y., N. H. & Hartford R.R.,	—	—	—	685	15,560	19,935	43,226	6,772	2,717	—
All other routes, . . .	31,830	23,600	59,842	7,657	—	4,226	—	—	—	—
Total bushels of Corn, .	10,928,815	7,089,621	7,768,582	8,242,656	8,701,875	6,086,466	9,292,256	12,540,815	12,926,594	16,644,928
<b>RECEIPTS OF OATS — BUSHELS.</b>										
Boston & Albany Railroad, .	2,135,709	2,096,900	2,313,693	2,818,524	2,534,226	2,254,921	2,005,374	3,618,447	5,334,919	4,352,155
Boston & Maine Railroad, .	976,783	994,099	1,807,763	1,242,920	1,078,396	1,473,737	1,990,616	2,781,471	1,663,644	2,277,458
Fitchburg Railroad, .	3,367,621	2,776,275	3,160,819	2,917,545	2,779,769	2,494,605	1,837,415	2,522,609	5,534,847	4,267,023
New England Railroad, .	639,600	861,195	626,887	840,066	860,758	768,670	1,496,543	1,147,883	1,005,525	1,045,742
N. Y., N. H. & Hartford R.R.,	—	—	—	28,190	38,300	134,188	495,739	111,376	155,097	—
All other routes, . . .	65,878	84,250	180,580	—	—	—	—	—	—	—
Total bushels of Oats, .	7,185,591	6,812,719	8,089,742	7,847,245	7,291,449	7,126,121	7,825,687	10,181,786	13,694,032	11,942,378

\* Year ending June 30.

## COST OF ABOLISHING GRADE CROSSINGS.

When a commission appointed by the Superior Court, under the provisions of chapter 428, Acts of 1890, determines the manner in which a grade crossing is to be abolished, an estimate, more or less carefully made, is filed with the Board, and a certificate is issued thereon that the estimated cost to the Commonwealth will not exceed the limit fixed by chapter 428 of the Acts of 1890 and chapter 439 of the Acts of 1896.

The following table gives the cases determined by special commissions during the last railroad year and during the six months ending December 31 : —

*Abolition of Grade Crossings determined by Special Commissions,  
and Estimated Cost of the Same.*

RAILROAD.	Town or City.	Estimated Cost.
<i>During the Year ending June 30, 1899.</i>		
Boston & Maine (Conn. River), . . . .	Chicopee, . . . .	\$275,287 53
Boston & Maine, . . . . .	Arlington, . . . .	118,800 00
Fitchburg, . . . . .	Gardner, . . . .	20,000 00
Fitchburg, . . . . .	Fitchburg, . . . .	205,000 00
Norwich & Worcester (N.Y., N.H. & H.),	Auburn, . . . .	20,350 00
Old Colony (N. Y., N. H. & H.), . . . .	Middleborough, . .	131,000 00
<i>During the Six Months ending De- cember 31, 1899.</i>		
Boston & Albany, . . . . .	Pittsfield, . . . .	36,000 00
Boston & Maine, . . . . .	Ipswich, . . . .	9,600 00
New York, New Haven & Hartford, . .	Uxbridge, . . . .	51,326 00
New York, New Haven & Hartford, . .	Easton, . . . .	30,096 00
New York, New Haven & Hartford, . .	Seituate, . . . .	19,000 00
New York, New Haven & Hartford, . .	West Stockbridge, .	3,000 00

The amount of cost actually incurred by the Commonwealth in abolishing grade crossings, under the provisions of chapter 428 of the Acts of 1890 (as appears by the statement of the Auditor of the Commonwealth), up to January 1, 1900, is \$3,451,364.16, as follows:—

Paid during the year 1892, . . . . .	\$87,056 29
Paid during the year 1893, . . . . .	96,141 97
Paid during the year 1894, . . . . .	271,202 57
Paid during the year 1895, . . . . .	407,491 72
Paid during the year 1896, . . . . .	874,211 81
Paid during the year 1897, . . . . .	715,938 62
Paid during the year 1898, . . . . .	488,981 18
Paid during the year 1899, . . . . .	510,340 00
<hr/>	
Total paid to January 1, 1900, . . . . .	\$3,451,364 16
Repaid by cities and towns in 1894, . . . . .	\$19,581 59
Repaid by cities and towns in 1895, . . . . .	39,477 95
Repaid by cities and towns in 1896, . . . . .	54,103 88
Repaid by cities and towns in 1897, . . . . .	72,379 47
Repaid by cities and towns in 1898, . . . . .	82,897 14
Repaid by cities and towns in 1899, . . . . .	78,010 99
<hr/>	
Total repaid to January 1, 1900, . . . . .	346,451 02
<hr/>	
Net amount paid to January 1, 1900, . . . . .	\$3,104,913 14
To be repaid by cities and towns, . . . . .	624,966 22
<hr/>	
Actual cost incurred to January 1, 1900, . . . . .	\$2,479,946 92

This is one quarter of the actual cost of abolishing grade crossings, the State paying 25 per cent, and the railroad companies and the cities or towns interested paying the balance. The total approximate cost of abolishing grade crossings under the act of 1890 is therefore \$9,919,787.68. Add to this the cost under the special acts for abolishing grade crossings on the Boston & Providence Railroad, viz., \$2,488,595.99, and it appears that the Commonwealth, railroad corporations and cities and towns have jointly expended, up to the present time, in abolishing grade crossings, \$12,408,383.67.

The Commonwealth has paid on account of the abolition of grade crossings on the Boston & Providence Railroad, in the city of Boston and in the towns of Hyde Park and Dedham,

under special laws, Acts 1892, chapter 433, and 1896, chapter 257, up to January 1, 1900, \$2,637,260.14.

Paid during the year 1894, . . . . .	\$23,958 60
Paid during the year 1895, . . . . .	494,574 77
Paid during the year 1896, . . . . .	696,407 89
Paid during the year 1897, . . . . .	606,848 44
Paid during the year 1898, . . . . .	432,465 00
Paid during the year 1899, . . . . .	383,005 44
Total paid to January 1, 1900, . . . . .	<u>\$2,637,260 14</u>
Repaid by city or towns in 1895, . . . . .	\$2,799 16
Repaid by city or towns in 1896, . . . . .	15,793 70
Repaid by city or towns in 1897, . . . . .	24,237 38
Repaid by city or towns in 1898, . . . . .	27,822 92
Repaid by city or towns in 1899, . . . . .	78,010 99
Total repaid to January 1, 1900, . . . . .	<u>148,664 15</u>
Net amount paid to January 1, 1900, . . . . .	\$2,488,595 99
To be repaid by city or towns, . . . . .	642,513 79
Actual cost incurred to January 1, 1900, . . . . .	<u>\$1,846,082 20</u>

### RAILROAD BRIDGES.

The supervision of railroad bridges, under the provisions of chapter 334 of the Acts of 1887, has been conducted as heretofore by Prof. George F. Swain, the bridge engineer of the Board, and his report, which follows, shows the condition of bridges and the work done thereon.

Boston, December 31, 1899.

*The Massachusetts Board of Railroad Commissioners,*

Hon. JAMES F. JACKSON, *Chairman.*

GENTLEMEN:— I beg leave to submit the following report regarding the railroad bridges of the State.

#### *Biennial Reports of Inspection.*

During the year 1899 biennial reports of inspection have been received from the Boston & Albany Railroad, from the Boston & Maine Railroad for the Eastern and Western divisions, from the Boston, Revere Beach & Lynn Railroad, from the Fitchburg Railroad and from the New London Northern Railroad. Most of these reports have only been received within a few weeks and others are expected within a short time.



*Number and Description of Railroad Bridges in Massachusetts, June 30, 1899.*

RAILROADS.	Pile Bridges.												Grand Totals.												Total Length of Pile and Trestle Bridges (Approximate).
	Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Metal Rivetted Trusses.	Metal Pin-connected Trusses.	Rails.	Pin-connected Metal Swing Bridges.	Metal Folding, Rolling Lift or Jack-knife Draws.	Pratt, Howe or Wooden Jack-knife Draws.	Plate Girder Swing Bridges.	Trussed Beam Swing Draws.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (Fixed Spans).	Total Metal Bridges (Fixed Spans).	Total Movable Bridges.						
Boston & Albany, . . . . .	7	4	-	5	49	51	82	68	-	-	-	2	2	2	-	49	16	201	4	270	3,510				
Boston & Maine, . . . . .	49	6	75	11	60	59	140	66	25	-	1	1	9	2	1	60	149	291	14	514	18,720				
Boston, Revere Beach & Lynn, . . . . .	5	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	5	-	2	7	5,890				
Central New England, . . . . .	1	-	-	-	-	-	5	-	2	-	-	-	-	-	-	-	1	7	-	8	-				
Fitchburg, . . . . .	14	9	3	18	23	15	114	4	23	-	-	-	1	-	-	23	45	156	1	225	4,212				
Grafton & Upton, . . . . .	1	-	3	1	1	-	1	-	-	-	-	-	-	-	-	1	5	1	-	7	50				
Hoosac Tunnel & Wilmington, . . . . .	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	20				
New London Northern, . . . . .	5	3	8	13	1	2	8	11	-	-	-	-	-	-	-	1	31	21	-	53	558				
New York, New Haven & Hartford, . . . . .	75	12	100	13	123	39	351	12	28	4	2	1	2	1	-	123	214	437	6	780	15,821				
Totals, . . . . .	157	35	189	65	257	166	701	161	78	4	3	4	14	4	2	257	467	1,114	27	1,865	48,781				
Deduct as counted twice, . . . . .	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	4	-	4	-				
Net totals, . . . . .	157	35	189	65	257	166	697	161	78	4	3	4	14	4	2	257	467	1,110	27	1,861	48,781				

<sup>1</sup> Including 2 steel arches.

*Number and Description of Railroad Bridges.*

The table on the preceding page gives the number and description of railroad bridges in this Commonwealth June 30, 1899, and is similar to the tables published in my previous reports. Each span of truss bridge, plate girder or wooden stringer, resting on masonry supports and having a span of ten feet or more, is here counted as one bridge; while wooden trestles or pile bridges are counted as but one bridge each, however great their length.

*Lengths of Wooden, Stone and Iron Bridging.*

The following table shows the total length of bridges of wood, stone and iron on the different railroads in this Commonwealth June 30, 1899:—

*Length of Bridging of Wood, Stone, and Metal, June 30, 1899.*

RAILROADS.	WOODEN BRIDGES.		STONE BRIDGES.		METAL BRIDGES.	
	Number.	Total Length (Feet).	Number.	Total Length (Feet)	Number.	Total Length (Feet).
Boston & Albany, . . .	18	3,997	49	1,234	203	10,897
Boston & Maine, . . .	159	21,668	60	1,228	295	16,838
Boston, Rev. B. & Lynn, . .	6	5,928	—	—	1	100
Central New England, . .	1	90	—	—	7	580
Fitchburg, . . . .	46	5,727	23	471	156	8,013
Grafton & Upton, . . .	5	130	1	15	1	46
Hoosac T. & Wilmington, . .	1	20	—	—	—	—
New London Northern, . .	31	1,966	1	19	21	1,459
N. Y., N. H. & Hartford, . .	216	18,917	123	3,186	441	18,821
Totals, . . . .	483	58,443	257	6,153	1,125	56,754

It appears from this table that the total length of bridging in this State is about 23 miles. As compared with the table given in the report of last year, the number of wooden bridges has decreased by eight and the length has decreased by 889 feet; the number of stone bridges has increased by seven and the length by 346 feet, but this is largely on account of the inclusion this year of a number of short spans which had not previously been reported; the number of metal bridges has increased by 27 and the length by 1,390 feet.

The total number of bridges in the State is now 1,861, or 26 greater than stated a year ago. One new railroad has been constructed during the past year, namely, the Central New England, with 8 bridges according to the classification adopted in this report.

*Summary of Bridge Work done during the Year ending June 30, 1899.*

The following table shows the most important bridge work done during the year, leaving out of account minor repairs:—

*Bridge Work done in the Year ending June 30, 1899.*

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED.		
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.
Boston & Albany, . . . .	—	—	3	—	—	7	—	—	8
Boston & Maine, . . . .	1 <sup>1</sup>	—	1	18 <sup>2</sup>	—	4	1	—	—
Boston, Revere Beach & Lynn,	—	—	—	—	—	—	—	—	—
Central New England, . . .	1	—	7	—	—	—	—	—	—
Fitchburg, . . . . .	—	—	—	4 <sup>3</sup>	—	—	—	—	23
New London Northern, . . .	—	—	—	—	—	—	1	—	—
N. Y., N. H. & Hartford, . .	—	—	11	8 <sup>4</sup>	—	4 <sup>5</sup>	—	—	—
Totals, . . . . .	2	—	22	30 <sup>6</sup>	—	15 <sup>7</sup>	2	—	31

<sup>1</sup> Temporary.

<sup>2</sup> 3 as metal, 15 as wood.

<sup>3</sup> 3 wood as 4 wood, 1 wood as steel.

<sup>7</sup> 14 as steel, 1 as stone.

<sup>4</sup> 5 as wood, 3 as steel.

<sup>5</sup> 3 as steel, 1 as stone.

<sup>6</sup> 23 wood as 24 wood, 7 as steel.

The following is a more detailed statement of the work which has been done on the different roads during the year:—

On the *Boston & Albany Railroad*, one new I-beam bridge and one new plate girder bridge have been built on the new location on the line near Westborough and one additional new plate girder has been built near Boston. The number of bridges has increased by three, the increase in length being 130 feet. Seven plate girder bridges have been rebuilt. Eight iron bridges have been strengthened, all of them in the floor system. Of these, all but two had already been strengthened since 1887.

On the *Boston & Maine Railroad*, the following work has been done on the different divisions: On the *Eastern* division, one pile bridge has been strengthened and one wooden truss rebuilt as a wooden trestle. On the *Western* division, no work of importance,

*Summary of Bridge Work done since July, 1887.*

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED.			BUILT NEW AND REBUILT.*		STRENGTHENED.*	
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Number.	Per Cent.	Number.	Per Cent.
Boston & Albany, . . . . .	6	2	51	34 <sup>1</sup>	-	33	4	-	51	123	45.6	55	20.4
Boston & Maine, . . . . .	5	2	38	185 <sup>2</sup>	-	25 <sup>3</sup>	14	-	18	257	50.0	32	6.2
Boston, Revere Beach & Lynn, . . . . .	-	-	-	7	-	-	-	-	-	7	100.0	-	-
Central New England, . . . . .	1	-	7	-	-	-	-	-	-	7	100.0	-	-
Fitchburg, . . . . .	8	-	12	27 <sup>4</sup>	1 <sup>5</sup>	30 <sup>6</sup>	17	-	55	77	34.0	72	32.0
Grafton & Upton, . . . . .	5	1	1	-	-	-	1	-	-	7	100.0	1	14.0
Hoosac Tunnel & Wilmington,**	-	-	-	-	-	-	-	-	-	-	-	-	-
New London Northern, . . . . .	-	-	2	277	-	1	16	-	1	29	55.0	17	32.0
N. Y., New Haven & Hartford, . . . . .	15	23	112	204 <sup>8</sup>	6 <sup>9</sup>	54 <sup>10</sup>	46	4	42	412	53.0	91	12.0
Totals, . . . . .	40	28	223	484	7	143	98	4	167	919	49.4	268	14.4

<sup>1</sup> 7 as wood, 1 as stone, 26 as 27 metal.

<sup>2</sup> 102 as wood; 88 as 85 metal

<sup>3</sup> 4 as wood; 21 as metal.

<sup>4</sup> 12 as 13 wood; 15 as metal.

<sup>5</sup> As metal.

<sup>6</sup> 3 replaced by 1 stone; 27 as metal.

<sup>7</sup> 13 as wood; 14 as metal; but one less than 10 ft. span.

<sup>8</sup> 134 wood replaced by 131 wood; 70 metal replaced by 71 metal.

<sup>9</sup> As stone.

<sup>10</sup> 4 as stone; 46 as metal; 4 as wood.

\* Of present bridges.

\*\* A number of bridges filled.

except minor repairs, has been done. On the *Southern* division, four spans of plate girder at Lowell, originally built in 1862, have been rebuilt; seven wooden stringers have been rebuilt as wooden stringers; three wooden stringers have been replaced by plate girders; three wooden trestles have been replaced by keyed beams, two wooden trestles replaced by trussed wooden beams, and one new pile bridge has been built. On the *Connecticut River* division, one new plate girder has been built. On the *Worcester & Nashua* division, two wooden stringers have been rebuilt.

On the *Boston, Revere Beach & Lynn Railroad*, the only work of importance has been the repairing of pile bridge No. 7 and the filling in of 770 feet in length of this bridge.

On the *Fitchburg Railroad*, twenty-one plate girders and two iron trusses have been strengthened; one trussed wooden stringer has been replaced by plate girders; three wooden trestles have been rebuilt and one of them separated into two parts, and several other bridges have been repaired.

On the *New London Northern Railroad*, one Howe truss has been strengthened by horses, but no important work has been done.

On the *Central New England Railroad*, one pile bridge has been built and also a long bridge consisting of two spans of pin-connected trusses and five spans of plate girders.

On the *New York, New Haven & Hartford Railroad*, the following work has been done on the different divisions: On the *Berkshire* division one trestle has been replaced by plate girders and another trestle repaired. On the *Northampton* division, one pin-connected truss has been replaced by plate girders. On the *Midland* division, one wooden stringer has been replaced by I-beams, one trussed stringer replaced by plate girders, one plate girder replaced by a stone arch, and one plate girder replaced by a pin-connected truss. On the *Old Colony* system, eight spans of new plate girder and two short trough spans over subways have been built and one I-beam has been replaced by plate girders, on the Dedham branch; five wooden stringers been rebuilt, one new plate girder built to separate grades, and five pile bridges repaired.

#### *Summary of Bridge Work since 1887.*

The table on the preceding page gives a summary of the bridge work done on the several roads since the law providing for the inspection of bridges went into effect, in July, 1887.

Respectfully submitted,

GEORGE F. SWAIN.



## SPECIAL REPORT ON PASSENGER FARES AND THE TRANSPORTATION OF BICYCLES AND BAGGAGE.

Under the resolve, chapter 57 of the Resolves of 1899, the Board submitted the following special report:—

RESOLVE DIRECTING THE BOARD OF RAILROAD COMMISSIONERS TO INVESTIGATE AND REPORT UPON THE RATES CHARGED BY RAILROADS WITHIN THE COMMONWEALTH FOR THE TRANSPORTATION OF PASSENGERS, BICYCLES AND BAGGAGE.

*Resolved*, That the board of railroad commissioners is hereby instructed to investigate the matter of passenger fares upon the several railroads operating within the Commonwealth, and the question of uniformity thereof, and the rates and regulations for carriage of bicycles and of baggage of passengers upon said railroads, and report whether in their judgment any legislation is necessary as to such rates or regulations, and especially whether any charge should be made for the transportation of bicycles or of baggage, and whether a uniform rate, not to exceed two cents a mile, should be charged for passenger transportation on said railroads within this Commonwealth, and to investigate the uniformity of suburban rates, the extension of suburban limits, and the feasibility of the railroads issuing five hundred mile mileage books at two cents per mile, such report to be made if practicable to this general court, otherwise on or before January fifteenth to the next general court.

The work of the Board during the past year has been seriously interrupted by the resignation of Hon. John E. Sanford, its chairman. The loss of his distinguished services necessarily postponed the inquiry under this resolve until late in the year. A thorough investigation into, with a report of any value upon, the entire group of questions presented in this resolve, so far-reaching in their scope, has been impossible within the limited time at our command since the reorganization of the Board in October. We have been able, however, to complete our investigation under that part of the resolve relating to the rates and regulations for the carriage of bicycles and baggage of passengers, the uniformity of suburban rates, and the extension of suburban limits. We respectfully suggest that we continue the inquiry into the rates charged generally for carriage of passengers throughout the State and the question of a uniform rate per mile upon all railroads, and include the results of the inquiry in the next annual report of the Board. In the additional time thus granted, a consideration can be given to these matters which will be more commensurate with their importance and the public interest in the subject. The inquiry can then extend into a comparison between the rates charged and conditions existing in this State with the rates

charged and conditions existing elsewhere, a knowledge of which cannot fail to be profitable in the discussion of this problem.

In the performance of our duty under the resolve, three public hearings were held, of which ample notice was given by publication in newspapers in various parts of the State, at such intervals as would tend to call attention to the discussion going on and the opportunity for all persons interested to present their views. At these hearings the railroad corporations were represented by their counsel, and those particularly interested in the several questions involved were represented by advocates. At the conclusion of the hearings the investigation was further pursued by the exercise of the authority conferred upon the Board by statute to require such information as it desires from those in charge of the management of the railroads and through such other methods as were deemed profitable.

### *Carriage of Bicycles.*

This subject had already been twice considered by the Board, first under a resolve of the Legislature of 1896 and again upon petition of the Massachusetts Division of the League of American Wheelmen a year ago. The conclusions then reached by the Board are set out in their annual reports of January, 1897, and of January, 1899. The facts presented at the recent hearings were substantially those which had been presented at the previous hearings. Aside from the fact that the number of bicycles carried over the railroads in the aggregate was less during the past year than during the year before, and that to some extent improved facilities for carrying them had been furnished, no new conditions appear to have arisen. The discussion of the subject, however, would seem to have taken a somewhat different trend at the different hearings. At the hearing of 1896 the principal complaint urged was that the rates then being charged were unreasonably high. As a result of the agitation at that time a tariff was adopted by agreement between the parties interested, making a material reduction in these rates and establishing them upon a basis deemed just and reasonable. At the hearing of last year it was urged that there should be a change in this tariff by making the charge in all cases one of ten cents. It was shown, however, that the bulk of the bicycle transportation was within a distance that brought it under the ten cent charge as fixed in the tariff. In view of this and of the evident necessity of unusual care and attention in handling bicycles in order to secure safe transportation, no change was recommended. The argument addressed to us at the last hearing was to the point that a bicycle should be considered personal baggage, and as such should be transported free of charge. An accepted definition of baggage is "articles of necessity or con-

venience for personal use and such as it is usual for persons traveling to take with them." It is said, in the opinion delivered by Mr. Justice Fletcher in the case of *Jordan v. Fall River R. R. Co.*, 5 Cush. 72, that "It is impracticable to prescribe an exact rule or to define with precision what may properly be included in the term baggage as used in connection with travelling in public conveyances." It has been decided in one case in the United States that a bicycle is personal baggage within the legal meaning of that term. On the other hand, it has been decided in an English court that a bicycle is not personal luggage. There is now pending in the courts of this Commonwealth a case which will probably reach final decision within a year, in which this is the sole question at issue. Although the changing customs of travel might tend, from time to time, to bring within the legal definition of baggage articles of one kind and another that had never before been thought to fall within it, to extend the legal definition so as to include bicycles would seem to open the gate to free transportation unreasonably wide. As suggested in an English paragraph, a bicycle is a vehicle and belongs on the roadway, not on the sidewalk with parcels and personal bundles. If a bicycle is transported free why not other vehicles? In a number of states bicycles have been declared to be baggage by statute and in others by agreement between the parties they are transported upon the railroads free of charge. Aside from the question of the constitutionality of such legislation, we are not persuaded that there is any reasonable demand for it in this State in view of the present moderate charge for transportation. We believe the strength of the argument of those favoring legislation that by carrying bicycles free the railroads would gain more in revenue from increased travel than they would lose by giving up the tariff, should be left to the decision of the parties interested as a business proposition. Inquiry into the results of the recent legislation upon this matter in the State of New York shows widely different views on the part of different railroad managements and on the part of wheelmen. The managers of certain systems that have a peculiar interest in the encouragement of travel of this kind have concluded that as a business policy free transportation of bicycles is productive of good results, and have accordingly changed their attitude upon the matter. Others maintain that it works a loss of revenue and is an unreasonable requirement. In view of all the circumstances, we recommend no legislation upon this subject.

*Charge upon All Baggage.*

The advisability of a radical change in the custom prevailing in this Commonwealth and as far as we know throughout the United States by the introduction of a rule that there should be a charge for

transportation upon all personal baggage was urged at the public hearing by the representatives of the League of American Wheelmen and by others. It was stated by the first-named gentlemen that should all baggage carried on passenger trains be subject to a tariff, there would be no further demand on their part for free transportation of bicycles.

It seems to the Board that such a reversal of established policy would be a step backward rather than forward. It is urged that free transportation of personal baggage is inequitable in that it imposes upon the traveller without baggage the burden of paying for the carrying of his neighbor's trunk as a part of the expense which determines the price of his ticket. While theoretically this may be so, the burden is a trifling one to the individual and is, generally speaking, compensated by the fact that the greater proportion of passenger traffic where no baggage is carried is in the districts where much lower rates of fare are in vogue, as, for example, upon suburban trains.

Moreover, the experience of travellers in other countries, in some of which it is the rule to have all personal baggage subject to charge, proves that this plan works great annoyance and inconvenience. The delay and trouble caused at stations, particularly where there is much travel, in fixing the amount of charge by weight or otherwise and arranging for payment and receipt, as well as the tendency to load the seats and available space with bundles retained by the passenger in his personal care from economic or other reasons, is considerable, and the cause of much provocation. The last-named evil would be felt with peculiar force in cars constructed as our passenger cars are, which are provided with limited space for small parcels and with narrow passageways through which all passengers must pass. As stated in a judicial opinion where this topic was under consideration, "It is now well settled and is a matter of great and general convenience and accommodation in this age of universal and perpetual travelling, that passenger-carriers are responsible for the baggage of a passenger, and that the reward for conveying the baggage is included in the passenger's fare."

It may safely be said that in allowing to passengers free transportation for a reasonable amount of personal baggage and in the method of handling baggage, the railroads of this country are in advance of all others. For this reason we recommend no legislation on this subject.

#### *Extension of Suburban District.*

Very little unfavorable comment has been made upon the present limits of the suburban district. The territory included in a radius of fifteen miles out from Boston has now been commonly accepted as



the suburban district. In the effort to fix any arbitrary boundary line some dissatisfaction will always exist. A further extension of this territory would only call out new criticism of the same kind as that made as to the present boundary. There seems to be no general demand at present for any extension, and no apparent reason why there should be.

*Uniformity of Suburban Rates.*

The subject of suburban fares was before the Board under a resolve of the Legislature of 1898, and the report upon it appears in the annual report of the Board of January, 1899.

A description is there given of the character of the suburban traffic and of the varieties of tickets in use. No change appears to have been made during the past year in respect to these matters.

Particular attention was given in that report to the discussion of a proposed twelve-ride ticket, to be issued upon the same terms as the fifty-ride ticket now in use. After careful consideration the Board were then of the opinion that the introduction of such a ticket would involve a loss of revenue in the suburban business and that they could not recommend it under existing circumstances. At the recent hearings the subject of a twelve-ride ticket was again brought up. The Board have therefore re-examined the grounds upon which their former conclusions as to this ticket were based. Statistics covering even a broader field of investigation were furnished upon request, and have been closely inspected. Making due allowance for the difficulty of ascertaining from these figures the exact effect produced upon the general result by one only of several contributing causes, the Board feel reinforced in their position that the introduction of a twelve-ride ticket upon all railroads would work a decided reduction in revenue, affecting them in different degree according to the character of their suburban business and its relation to the entire traffic.

In circumstances of established prosperity a readjustment of fares, even though it should cause some loss of revenue, might fairly be required in the public interest and therefore be a change which the railroads ought to recognize and which in the absence of such recognition the Board might properly recommend. It is apparent, however, that at present the suburban business of the railroads is not established upon a prosperous and permanent basis. The figures furnished at the request of the Board, giving the standing of the suburban as separate from the general business of the four principal railroads during the past year, are interesting. The annual returns from these railroads show the effect to some degree of the general improvement in business. The total number of passengers carried upon all the railroad lines within the State in 1899 was 102,043,980, —an increase over the previous year of 103,258; the total gross



revenue received from this source was \$30,310,157.30, — an increase over the previous year of \$504,399.48, while on the contrary the accounts as made up by the several companies relating exclusively to suburban business, for the year 1899 show a decrease of 1,520,697 in the total number of passengers carried and a decrease in revenue from this source of \$155,723.52, as compared with the number of passengers carried and revenue received in the preceding year. In one case only, that of the New York, New Haven & Hartford Railroad, there was a very slight increase in the number of passengers carried and in the revenue derived therefrom. In other words, the suburban business still continues to decline while the general business has begun to improve. As stated in our former report, only the existence of exorbitant and unreasonable suburban rates would under such conditions justify a readjustment which should cause a material reduction in revenue. And it is not claimed that the suburban rates are exorbitant. It is admitted that they are “in no case extravagantly high and in some instances low.” But it is urged that they are marked by inequalities and create improper discriminations. It is a recognized principle that however the rule may be among men conducting purely private enterprises, carriers of passengers are justly required in dealing with the public to afford as far as possible equal facilities and privileges to all persons, and accordingly every effort that can fairly be made should be made to bring about as soon as may be the nearest practicable approach to uniformity in railroad rates and methods.

Various plans for improving the methods now in use for the issue and sale of tickets have been presented. One plan suggests an average rate of fare per mile in the suburban district based upon the average cost per mile of operation. Much can be said in favor of this as an equitable proposition, but its adoption would result in the immediate increase of fares in many instances. Another plan recommends the season or time ticket to the exclusion of trip tickets as affording the best basis for securing the lowest rate of fare in accordance with recognized business principles. In theory this is attractive, but in experience such tickets, in comparison with the trip ticket, owing to the untransferable character of the former and the possible loss from non-use, have proved unpopular with a large class of the travelling public. The doing away with all tickets except a single ticket, to be issued in small or large quantities but at substantially the same price, is another proposition.

It is obvious that in considering the adoption of a remedy attention must be given to existing conditions and the extent and nature of the evil. The average rate of suburban fares per mile upon the different lines is as follows : —

Boston & Maine, . . . . .	\$0.0138
New York, New Haven & Hartford, . . . . .	.0130
Boston & Albany, . . . . .	.0122
Fitchburg, . . . . .	.0085

While there is here shown quite a difference between the Fitchburg rate and that of the other three railroads there is otherwise an approach to substantial uniformity in these averages. Inequalities in fares in particular instances are found to exist as between different railroads and also between the several divisions of consolidated systems. These differences and inequalities are readily explainable from the varying conditions that have attended the development of the different railroads. They are acknowledged to be the outgrowth of the policies adopted in the past in railroad management in meeting competition and in making concessions from time to time for business reasons to one and another community. But marked dissimilarities are found as well in the character of the suburban business of the four railroads. The amount of mileage, the density of traffic and the relative bearing of the suburban upon the whole traffic are all varying quantities. The earnings show more favorable results in one case than in another. The great problem, however, of the present and future of the suburban business of the railroads is the competition with electric street railways. These railways, paralleling more and more the railroad lines, are growing in number and power. The older competition between railroads that tended to bring about in many instances the present inequalities and which to some extent is still active has been replaced in large part by this more effective and far reaching competition, the result of which is of necessity felt by the railroads in unequal degree.

These dissimilarities in conditions are disturbing factors in the attempt to secure at present a uniformity of rates and methods by general regulation. In view of this and of the present unsettled state of affairs we believe it wise for a while longer to await action by the railroads toward securing greater uniformity and a better system of fares in the suburban district. This matter must of necessity receive their attention in connection with the urgent reasons for adopting measures that will insure a successful conduct of suburban business. There is ground for believing that there are at work agencies which will in the near future lead to the placing of the suburban business upon a more satisfactory basis and one that may separate it more completely from the long distance and through traffic.

There were called to our attention a few marked cases of inequalities existing upon the different divisions of the same railroad system which we believe can be promptly remedied to a greater or less

extent. It is reasonable to expect an effort in this direction without further delay on the part of the companies. Should no action be taken by them the statutes afford an opportunity for bringing these cases individually before the Board when they can be dealt with independent of other complications.

The discussion of mileage books is naturally connected with that of a uniform rate per mile throughout the State, for a proper consideration of which we have suggested in the opening of this report a further opportunity for inquiry.

#### *Workingmen's Trains.*

The subject of workingmen's trains was brought up at the hearings before the Board. The statutes of the Commonwealth already clothe the Board with authority to determine the hours at which morning and evening trains of this character shall be run. It was claimed that there was need of more than one such train in the morning and evening. By the introduction of a few words into the statute the authority to determine not only the hour but the number of trains could be granted to the Board and the necessity for such trains be determined upon application of the parties interested.

#### SOUTH TERMINAL STATION.

This station is now in full use, the traffic of the Boston & Albany Railroad Company and of the New York, New Haven & Hartford Railroad Company having been transferred to it during the past year. The construction of a subway for the use of suburban trains, which was a part of the work contemplated under the plans approved by the Board in connection with this station, has not been as yet completed, so that at present the entire traffic of these two companies passes into and from this station over the surface tracks, making this locality an exceedingly busy one. About seven hundred and twenty-eight regular trains pass over these tracks daily, involving nearly twenty-five hundred train movements. A very large proportion of these trains are engaged in the suburban business. The completion of the subway in providing for their removal would greatly relieve these tracks. While the system of signals in use here is of an [approved character, and the facilities afforded would seem adequate for a proper and safe conduct of the business carried on, the multiplicity of tracks and the great number of trains passing over them require a

larger degree of care on the part of those operating trains than is ordinarily demanded.

Several accidents have happened during the past three months in this vicinity, some within and some outside the terminal grounds. Inquiry into the circumstances attending the two more serious ones has shown that they were due to a failure to observe regulations, a failure fairly attributable in part at least to lack of familiarity with the conditions of a new and complex system.

Further experience with a consequent appreciation of the imperative demand for caution in operating trains should tend to make such accidents less frequent. Such experience may also indicate the wisdom on the part of the management of reducing to some extent the speed of trains in this locality in view of the exacting requirements otherwise made for the exercise of extraordinary care on the part of employees.

No reports of accidents happening upon the premises of the terminal company are forwarded to the Board by that company, it being claimed that the terminal company is not a railroad corporation, and therefore is under no obligation to make such reports. As this claim is probably well founded under the law as it now stands, it is a question whether the statutes in this respect should not be amended. This suggestion is based upon the fact that all trains while upon the terminal premises are there operated under the rules of the terminal company. If that company is regulating railroad business, it would seem that it should be subject to the laws governing railroad corporations, as far as they are applicable.

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# COMMISSIONERS' REPORT.

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## **Part 2.**

### STREET RAILWAY COMPANIES.

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## STREET RAILWAYS.

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### MASSACHUSETTS STREET RAILWAY COMPANIES.

Annual reports for the year ending September 30, 1899, have been received from one hundred and sixteen street railway companies — thirteen more than in 1898.

No return was received from the Norfolk Southern, but this company having been placed by the Court in the hands of a receiver, in the early part of November, 1899, the Board have been furnished, by the courtesy of the Receiver, with the main statistics in relation to the company, and in computing the number of street railway reports received as above these figures have been taken as a report.

The Arlington & Winchester, having been consolidated (October 1, 1898) with the Mystic Valley, the Fall River (April 30, 1898) with the Globe, the Hull (March 1, 1898) with the Hingham, the Milford & Hopedale (December 1, 1897) with the Milford, Holliston & Framingham; the Nantasket Electric (March 1, 1898) with the Hingham, and the People's (April 30, 1898) with the Lowell, Lawrence & Haverhill, three companies have been dropped from the list.

During the last fiscal year the Braintree was consolidated (May 1, 1899) with the Quincy & Boston; the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington (July 15, 1899) were consolidated under the name of the Hanover and the name of the consolidated company changed to the South Shore & Boston; the Mansfield & Easton, the Mansfield & Norton; and the Norton & Attleborough (August 1, 1899) were consolidated with the Norton & Taunton; but the consolidated companies have made returns to these several dates and appear in this report.

Fifteen new companies were organized during the last fiscal year under the general law: The Amesbury & Hampton; the Blue Hill; the Clinton & Hudson; the Easton; the Gardner, Westminster & Fitchburg; the Georgetown, Rowley & Ipswich; the Grafton, Upton & Milford; the Holbrook & Weymouth; the Lexington & Boston; the Needham & Boston; the

New Bedford, Middleborough & Brockton; the Norfolk Western; the Northampton & Amherst; the Stoughton & Randolph; and the Worcester & Webster. The railways of five of these companies were in operation at the end of the year, the railways of seven were in process of construction, and three companies had not commenced to construct a railway.

The Citizens' Electric was chartered in 1899 by special act to purchase the franchise and property of the Newburyport & Amesbury, and having done so has commenced operating the railway and made its first return.

The Templeton, chartered in 1896 by special act, is constructing its railway; the Milford, Attleborough & Woonsocket, chartered in 1898 by special act, is also constructing its railway; the Plymouth & Sandwich, chartered in 1898 by special act, has constructed its railway and commenced operation. These companies have been added to the list and have made reports.

The South Shore & Boston, being a consolidation of the companies before named, by change of name from the Hanover, has also been added to the list.

Two companies were chartered in 1899 by special act: the Berkshire & Canaan and the Waltham, Ayer & Pepperell. Neither of these companies made a report, nor, so far as known to the Board, has commenced to construct a railway.

At the end of the year, eighty-one out of the one hundred and sixteen reporting companies were operating their railways; the railways of thirteen companies were operated by other companies under lease or contract; ten companies had organized and were constructing their railways; three companies had organized and paid in a portion of their capital stock, but had not commenced the construction of their railways; and nine companies had been consolidated with other companies during the year.

#### RAILWAY CONSTRUCTION AND MILEAGE.

##### *New Construction.*

As will appear in the following tables, there have been added the last year to the mileage\* of the Massachusetts companies

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\* Street railway mileage has usually been computed on a different basis from railroad mileage — the latter being based on length of *line* between terminal points, without regard to number of tracks, and the former on length of *main track*; so that a *double-track* street railway line 10 miles long has been credited with a mileage of 20 miles. In this and other recent reports street railway mileage is given according to both length of *line* and length of *main track*. See 27th Annual Report, January, 1896, page 86.

162.426 miles of street railway line, and 35.136 miles of second main track — making 197.562 miles of additional main track. There have also been added 3.487 miles of side track — making a total addition of 201.049 miles of track reckoned as single track.

### *Mileage Owned.*

The Massachusetts companies now own, as shown in the following table, 1,491.885 miles of street railway line, 243.652 miles of second main track, and 110.172 miles of side track — making the total length of track owned 1,845.709 miles. The increase over the previous year is also stated in the table: —

#### *Street Railway Mileage Owned, 1898 and 1899.*

MILEAGE OWNED.	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
Length of railway line, . . .	1,329.459	1,491.885	162.426
Length of second track, . . .	208.516	243.652	35.136
Total length of main track, .	1,537.975	1,735.537	197.562
Length of side track, . . .	106.685	110.172	3.487
Total, reckoned as single track,	1,644.660	1,845.709	201.049

### *Mileage Operated.*

The next table shows the length of main track operated, September 30, 1898 and 1899, and the motive power used.

#### *Mileage Operated and Motive Power Used, 1898 and 1899.*

MAIN TRACK OPERATED.*	1898.	1899.	Increase.
	Miles.	Miles.	Miles.
By horse power only, . . .	7.497	4.755	2.742†
By electric power only, . . .	1,570.304	1,731.840	161.536
By horse and electric power, .	13.151	2.690	10.461†
Total main track operated, .	1,590.952	1,739.285	148.333

\* Including trackage rights.

† Decrease.

All of the street railway mileage owned and operated as above is located in this State, excepting 4.375 miles of main track and .433 miles of side track belonging to the Interstate Consolidated, and 16.453 miles of main track and .400 miles of side track belonging to the Woonsocket—in all 21.661 miles of track—which are located in the State of Rhode Island.

The following table gives the number of existing street railway companies, the length of main track owned, and the length equipped for horse and electric power respectively, at intervals of ten years from 1860 to 1880, and for each year of the last decade:—

*Number and Mileage of Street Railway Companies, 1860, 1870, 1880, and 1889-1899.*

YEARS.	Number of Companies.	Total Length of Main Track.*	Increase.	Equipped for Horse Power.	Equipped for Electric Power.
		Miles.	Miles.	Miles.	Miles.
1860, . . .	20	88.87	—	88.87	—
1870, . . .	23	139.44	50.57	139.44	—
1880, . . .	29	222.54	83.10	222.54	—
1889, . . .	46	574.17	351.63	523.65	50.52
1890, . . .	48	612.38	38.21	451.52	160.86
1891, . . .	56	672.45	60.07	383.42	289.03
1892, . . .	61	754.85	82.40	258.55	496.30
1893, . . .	60	874.14	119.29	163.06	711.08
1894, . . .	68	928.84	54.70	103.87	824.97
1895, . . .	75	1,077.99	149.15	61.80	1,016.19
1896, . . .	83	1,276.75	198.76	35.13	1,241.62
1897, . . .	93	1,413.66	136.91	11.95	1,401.71
1898, . . .	103	1,537.98	124.32	7.50	1,530.48
1899, . . .	116	1,735.54	197.56	4.76	1,730.78

\* Length of main track owned.



## COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1899, was \$22,862.76 for construction; \$8,517.83 for equipment; and \$11,597.93 for lands, buildings (including power plants) and other permanent property — making a total average cost of \$42,978.52 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years :—

*Cost and Capital Investment per Mile of Main Track, 1890-1899.*

YEARS.	Construction.	Equipment.	Other Permanent Property.*	Total Cost per Mile.	Capital Investment per Mile.†
1890, . . .	\$17,335	\$10,658	\$11,415	\$39,408	\$38,256
1891, . . .	17,919	11,614	12,202	41,735	40,890
1892, . . .	19,520	15,215	12,558	47,293	46,184
1893, . . .	26,792	11,739	15,455	53,986	53,367
1894, . . .	26,748	11,528	15,356	53,632	52,963
1895, . . .	23,984	10,479	14,266	48,729	49,120
1896, . . .	23,396	9,805	12,840	46,041	46,373
1897, . . .	22,755	9,374	12,329	44,458	44,683
1898, . . .	22,537	8,957	11,735	43,229	44,958
1899, . . .	22,863	8,518	11,598	42,979	45,040
Averages, .	\$22,385	\$10,789	\$12,975	\$46,149	\$46,183

\* Chiefly lands and buildings.

† Outstanding capital stock and net debt.

In the next table, the cost and capital investment per mile of main track are given for each of the ten leading street railways\* of the State, as reported to the Board by the several companies owning the same, September 30, 1899 :—

\* Including all the railways that carry over 4,000,000 passengers a year.

*Cost and Capital Investment per Mile of Main Track (Ten Railways).*

RAILWAYS.	Construction and Equipment.	Other Permanent Property.	Total Cost per Mile.	Capital Investment per Mile.
Brockton, . . . .	\$27,391	\$8,265	\$35,656	\$35,726
Globe (Fall River), . .	67,345	8,028	75,373	74,297
Holyoke, . . . .	22,138	9,060	31,198	29,150
Lowell, Law. & Haverhill, .	38,474	10,668	49,142	47,710
Lowell & Suburban, . .	26,268	12,092	38,360	38,385
Lynn & Boston, . . . .	48,297	11,855	60,152	61,567
Springfield, . . . .	25,283	10,995	36,278	32,265
Union (New Bedford), .	35,013	13,532	48,545	46,080
West End (Boston, etc.), .	54,862	38,122	92,984	96,957
Worcester Consolidated, .	35,657	4,743	40,400	38,242
Averages, . . . .	\$43,698	\$20,809	\$64,507	\$65,479

## ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1899, were \$85,764,844.64. The several classes of assets, and the increase in each class as compared with 1898, are shown in detail in the following table:—

*Gross Assets, September 30, 1898 and 1899.*

ASSETS.	1898.	1899.	Increase.
Construction, . . . .	\$34,661,007	\$39,679,168	\$5,018,161
Equipment, . . . .	13,775,625	14,783,010	1,007,385
Lands and buildings, . .	17,362,946	19,286,262	1,923,316
Other permanent property, .	685,199	842,383	157,184
Cash and current assets, .	7,130,861	6,053,677	1,077,184*
Miscellaneous assets, . .	3,991,688	5,120,345	1,128,657
Gross assets, . . . .	\$77,607,326	\$85,764,845	\$8,157,519

\* Decrease.

The gross liabilities at the same date, including capital stock, were \$83,279,890.90. The several kinds of liabilities, and the amount of each as compared with 1898, were as follows:—

*Gross Liabilities, September 30, 1898 and 1899.*

LIABILITIES.	1898.	1899.	Increase.
Capital stock, . . . .	\$38,933,917	\$41,380,143	\$2,446,226
Funded debt, . . . .	29,132,700	29,928,500	795,800
Real estate mortgages, .	40,100	32,400	7,700*
Current liabilities, . .	5,300,065	9,092,584	3,792,519
Accrued liabilities, . .	2,482,843	2,846,264	363,421
Gross liabilities,† . .	\$75,889,625	\$83,279,891	\$7,390,266
Surplus, . . . . .	1,717,701	2,484,954	767,253
Sinking and other special funds, . . . . .	385,649	942,221	556,572

\* Decrease.

† Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that while there was an increase in gross liabilities of \$7,390,266 over the previous year, there was a gain of \$8,157,519 in gross assets — a balance of \$767,253 in favor of the companies, increasing by that amount their aggregate surplus.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table: —

*Gross Assets, Liabilities and Surplus for Ten Years, 1890–1899.*

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Percentage of Surplus to Capital.
1890, . . . . .	\$26,317,809	\$25,611,989	\$705,820	4.74
1891, . . . . .	31,777,906	31,210,768	567,138	2.90
1892, . . . . .	39,631,770	38,794,815	836,955	3.55
1893, . . . . .	50,130,273	49,589,688	540,585	2.09
1894, . . . . .	53,641,581	53,020,295	621,286	2.30
1895, . . . . .	56,212,671	55,357,081	855,590	3.06
1896, . . . . .	62,187,775	61,117,714	1,070,061	3.48
1897, . . . . .	67,509,916	66,483,414	1,026,502	3.14
1898, . . . . .	77,607,326	75,889,625	1,717,701	4.41
1899, . . . . .	85,764,845	83,279,891	2,484,954	6.01
Averages, . . . .	\$55,078,187	\$54,035,528	\$1,042,659	3.69

## INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1899, was \$19,519,337.68, and the total expenditures (including dividends) were \$19,334,793.87 — leaving a net balance of \$184,543.81 to carry to surplus.

The sources of total income, and the amount derived from each source as compared with 1898, were as follows : —

*Total Income, 1898 and 1899.*

INCOME.	1898.	1899.	Increase.
Gross earnings from operation, .	\$16,915,405	\$18,151,550	\$1,236,145
Rentals from lease of railway, .	1,218,595	1,220,688	2,093
Income from other sources, .	113,236	147,100	33,864
Total income, . . . .	\$18,247,236	\$19,519,338	\$1,272,102

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table : —

*Total Expenditures, 1898 and 1899.*

EXPENDITURES.	1898.	1899.	Increase.
Expenses of operation, . .	\$11,672,731	\$12,378,487	\$705,756
Interest on debt and loans, . .	1,568,044	1,622,688	54,644
Taxes, . . . . .	854,802	1,188,735	333,933
Rentals of leased railways, . .	1,279,515	1,304,617	25,102
Other charges on income, . .	338,142	521,869	183,727
Dividends paid, . . . .	2,076,233	2,318,398	242,165
Total expenditures, . . .	\$17,789,467	\$19,334,794	\$1,545,327
Surplus for the year, . . .	457,769	184,544	273,225*

\* Decrease.

A comparison of the two preceding tables will show that the balance of total income above operating expenses was \$7,140,851, and that the interest and other charges amounted to \$4,637,909; leaving as the net divisible income \$2,502,942 — which was less by \$31,060 than the corresponding net for 1898.

## CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the one hundred and sixteen companies, September 30, 1899, was \$41,380,143.33 — a net increase of \$2,446,226.83 over the preceding year, resulting from additions and deductions in the case of the following companies:—

## Additions:—

Amesbury & Hampton (a new company), . . . .	\$50,000 00
Blue Hill (Canton, etc.) (a new company), . . . .	75,000 00
Brockton, . . . . .	104,000 00
Boston, Milton & Brockton, . . . . .	80,000 00
Citizen's Electric (Newburyport, etc.) (a new company), .	190,000 00
Clinton & Hudson (a new company), . . . . .	51,150 00
Commonwealth Avenue (Newton), . . . . .	83,000 00
Conway Electric, . . . . .	100 00
Easton (a new company), . . . . .	4,000 00
East Taunton, . . . . .	39,906 00
Gardner, Westminster & Fitchburg (a new company), .	100,000 00
Georgetown, Rowley & Ipswich (a new company), . .	90,000 00
Grafton, Upton & Milford (a new company), . . . .	50,000 00
Holbrook & Weymouth (a new company), . . . . .	2,500 00
Lexington & Boston (a new company), . . . . .	122,125 00
Lowell & Suburban, . . . . .	101,185 00
Martha's Vineyard, . . . . .	1,600 00
Milford, Attleborough & Woonsocket (a new company), .	100,000 00
Mystic Valley, . . . . .	50,000 00
Needham & Boston (a new company), . . . . .	10,000 00
New Bedford, Middleborough & Brockton (a new company),	326,575 00
Newton, . . . . .	26,200 00
Norfolk Central (Dedham, etc.), . . . . .	24,500 00
Norfolk Southern (Dedham, etc.), . . . . .	77,500 00
Norfolk Western (Dedham, etc.) (a new company), . .	100,000 00
Northampton & Amherst (a new company), . . . .	76,740 83
Norton & Taunton, . . . . .	180,000 00
Palmer & Monson, . . . . .	23,970 00
Plymouth & Sandwich (a new company), . . . . .	25,000 00
Quincy & Boston, . . . . .	83,400 00
South Shore & Boston (Hingham, etc.) (a consolidated com- pany), . . . . .	690,000 00



Stoughton & Randolph (a new company), . . . . .	\$52,000 00
Templeton (a new company), . . . . .	25,000 00
Webster & Dudley, . . . . .	5,775 00
Wellesley & Boston, . . . . .	15,000 00
West Roxbury & Roslindale, . . . . .	50,000 00
Worcester & Clinton, . . . . .	58,500 00
Worcester & Marlborough, . . . . .	38,900 00
Worcester & Webster (a new company), . . . . .	150,000 00
Woronoco, . . . . .	75,000 00

Total additions to capital stock, . . . . .	<u>\$3,408,626 83</u>
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## Deductions:—

Arlington & Winchester (consolidated with the Mystic Valley), . . . . .	\$50,000 00
Braintree (consolidated with the Quincy & Boston), . . . . .	100,000 00
Braintree & Weymouth (consolidated with the South Shore & Boston), . . . . .	160,000 00
Bridgewater, Whitman & Rockland (consolidated with the South Shore & Boston), . . . . .	85,000 00
Hanover (consolidated with the South Shore & Boston), . . . . .	49,400 00
Hingham (consolidated with the South Shore & Boston), . . . . .	188,000 00
Mansfield & Easton (consolidated with the Norton & Taunton), . . . . .	70,000 00
Mansfield & Norton (consolidated with the Norton & Taunton), . . . . .	20,000 00
Newburyport & Amesbury (sold under foreclosure), . . . . .	80,000 00
Norton & Attleborough (consolidated with the Norton & Taunton), . . . . .	40,000 00
Rockland & Abington (consolidated with the South Shore & Boston), . . . . .	120,000 00

Total deductions from capital stock, . . . . .	<u>\$962,400 00</u>
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Net increase of capital stock, . . . . .	\$2,446,226 83
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During the year ending September 30, 1899, the Board authorized and approved, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, an increase and issue of capital stock by the several companies, and for the several amounts, shown in the following table:—

*Issues of Capital Stock Authorized by the Board.*

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Amesbury & Hampton, . . .	July 20, 1899,	\$50,000
Boston, Milton & Brockton, . . .	June 21, 1899,	80,000
Boston, Milton & Brockton, . . .	July 7, 1899,	40,000
Brockton, Bridgewater & Taunton, .	December 16, 1898,	50,000
Commonwealth Avenue, . . .	November 14, 1898,	83,000
Commonwealth Avenue, . . .	July 20, 1899,	34,000
East Taunton, . . . . .	November 30, 1898,	50,000
East Taunton, . . . . .	July 20, 1899,	60,000
Framingham, Southborough & Marlborough,* . . . . .	December 12, 1898,	80,000
Framingham Union, . . . . .	November 25, 1898,	30,000
Hanover (name changed to South Shore & Boston), . . . . .	July 24, 1899,	690,000
Mansfield & Easton, . . . . .	February 3, 1899,	100,000
Mansfield & Norton, . . . . .	October 11, 1898,	40,000
Needham & Boston, . . . . .	July 20, 1899,	50,000
Norfolk Western, . . . . .	November 14, 1898,	90,000
Norfolk Western, . . . . .	July 24, 1899,	10,000
Plymouth & Sandwich, . . . . .	February 27, 1899,	25,000
Plymouth & Sandwich, . . . . .	July 5, 1899,	35,000
West Roxbury & Roslindale, . . .	November 22, 1898,	100,000
Worcester & Clinton, . . . . .	December 13, 1898,	150,000
Worcester & Marlborough, . . . .	December 29, 1898,	40,000
Woronoco, . . . . .	June 27, 1899,	75,000
Total amount authorized, . . . .	. . . . .	\$1,962,000

\* On the petition of this company its capital stock as fixed in its articles of association was reduced, December 12, 1898, from \$120,000 to \$80,000.

NOTE.—Issues of capital stock, in addition to the above, authorized by the Board from October 1, 1899, to December 31, 1899, inclusive, will be found in the Appendix.

*Dividends.*

The total amount of cash dividends declared the last year was \$2,318,398 — an increase of \$242,165 over the preceding year. Fifty-four out of the one hundred and sixteen companies paid dividends ranging from  $1\frac{1}{2}$  to 8 per cent, and sixty-two companies, new and old, declared and paid no dividends.

Seventeen companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common stock; one paid 7 per

cent; eleven paid 6 per cent; one paid  $5\frac{1}{4}$  per cent; five paid 5 per cent; three paid  $4\frac{1}{2}$  per cent; four paid 4 per cent; two paid  $3\frac{3}{4}$  per cent; one paid  $3\frac{1}{2}$  per cent; three paid 3 per cent; three paid  $2\frac{1}{2}$  per cent; one paid 2 per cent; and one paid  $1\frac{1}{2}$  per cent.

The amount of the capital stock upon which dividends were paid of the fifty-four dividend-paying companies was \$34,704,-100.00, on which the average rate of dividend was 6.68 per cent as against a corresponding rate of 6.17 per cent the preceding year. The amount of the capital stock of the sixty-two companies paying no dividends, including also the capital stock of the dividend-paying companies upon which no dividends were paid, was \$6,676,043.33. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year, was 5.60 per cent, as against 5.33 per cent in 1898. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 5.77 per cent, as against 5.80 per cent in 1898.

The following table gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividends on total capital stock, for each of the last ten years:—

*Capital Stock, Net Income and Dividends, 1890-1899.*

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage on Total Capital Stock.
1890, . . . .	\$14,879,130	\$1,430,116	\$963,154	6.47
1891, . . . .	19,553,952	1,299,153	1,100,015	5.63
1892, . . . .	23,590,536	1,905,680	1,582,697	6.71
1893, . . . .	25,883,575	1,993,399	1,716,637	6.63
1894, . . . .	26,971,275	1,812,668	1,610,886	5.97
1895, . . . .	27,906,685	2,257,355	1,606,196	5.76
1896, . . . .	30,727,818	2,280,776	1,802,847	5.87
1897, . . . .	32,670,273	2,593,147	1,965,243	6.02
1898, . . . .	38,933,917	2,534,002	2,076,233	5.33
1899, . . . .	41,380,143	2,502,942	2,318,398	5.60
Averages, . .	\$28,249,730	\$2,060,923	\$1,674,231	5.93

## FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1899, was \$29,928,500 — a net increase of \$795,800 over the preceding year, resulting from additions and deductions in the case of the following companies:—

## Additions:—

Boston, Milton & Brockton, . . . . .	\$100,000 00
Brockton & East Bridgewater, . . . . .	30,000 00
Framingham, Southborough & Marlborough, . . . . .	60,000 00
Haverhill, Georgetown & Danvers, . . . . .	35,000 00
Lynn & Boston, . . . . .	310,000 00
Mystic Valley, . . . . .	60,000 00
Norfolk Southern (Dedham, etc.), . . . . .	125,000 00
Norfolk Western (Dedham, etc.), . . . . .	100,000 00
Norton & Taunton, . . . . .	160,000 00
Pittsfield Electric, . . . . .	10,000 00
Quincy & Boston, . . . . .	35,000 00
Shelburne Falls & Colrain, . . . . .	300 00
South Shore & Boston (Hingham, etc.), . . . . .	489,000 00
West Roxbury & Roslindale, . . . . .	50,000 00
Worcester & Clinton, . . . . .	115,000 00

Total additions to funded debt, . . . . .	\$1,679,300 00
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## Deductions:—

Boston & Revere Electric, . . . . .	\$2,500 00
Braintree (consolidated with the Quincy & Boston), . . . . .	35,000 00
Braintree & Weymouth (consolidated with the South Shore & Boston), . . . . .	80,000 00
Bridgewater, Whitman & Rockland (consolidated with the South Shore & Boston), . . . . .	85,000 00
Greenfield & Turner's Falls, . . . . .	2,000 00
Hingham (consolidated with the South Shore & Boston), . . . . .	174,000 00
Leominster & Clinton, . . . . .	2,000 00
Newburyport & Amesbury (sold under foreclosure), . . . . .	358,000 00
Norton & Attleborough (consolidated with the Norton & Taunton), . . . . .	40,000 00
Rockland & Abington (consolidated with the South Shore & Boston), . . . . .	100,000 00
Woonsocket, . . . . .	5,000 00

Total deductions from funded debt, . . . . .	\$883,500 00
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Net increase of funded debt, . . . . .	\$795,800 00
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*Floating Debt.*

The amount of real estate mortgages outstanding September 30, 1899, was \$32,400 — a decrease of \$7,700 from the preceding year.

The total unfunded debt, including the above mortgages, was \$11,971,248 — an increase of \$4,148,240.

The gross debt, funded and unfunded, was \$41,899,748 — an increase of \$4,944,040.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table : —

*Funded, Unfunded, Gross and Net Debt, 1890-1899.*

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Cash and Current Assets.	Net Debt.†
1890, . .	\$6,027,942	\$4,704,917	\$10,732,859	\$2,184,886	\$8,547,973
1891, . .	7,316,500	4,340,316	11,656,816	3,713,164	7,943,652
1892, . .	9,970,150	5,234,128	15,204,278	3,932,490	11,271,788
1893, . .	14,109,000	9,597,113	23,706,113	2,939,010	20,767,103
1894, . .	19,188,000	6,861,020	26,049,020	3,825,887	22,223,133
1895, . .	22,284,500	5,165,896	27,450,396	2,428,150	25,022,246
1896, . .	24,236,000	6,153,896	30,389,896	1,911,651	28,478,245
1897, . .	28,007,600	5,805,541	33,813,141	3,370,650	30,442,491
1898, . .	29,132,700	7,823,008	36,955,708	7,130,861	29,824,847
1899, . .	29,928,500	11,971,248	41,899,748	6,053,677	35,846,071

\* Including real estate mortgages.

† Gross debt less cash and current assets.

During the year ending September 30, 1899, the Board authorized and approved, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, named in the table on the following page.



*Issues of Bonds Authorized by the Board.*

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Boston, Milton & Brockton, . . .	July 7, 1899,	\$100,000
Framingham, Southborough & Marlborough, . . . . .	December 12, 1898,	60,000
Hanover, . . . . .	July 24, 1899,	161,000
Haverhill, Georgetown & Danvers, .	March 10, 1899,	35,000
Mansfield & Easton, . . . . .	February 15, 1899,	80,000
Mansfield & Norton, . . . . .	November 22, 1898,	40,000
Mystic Valley, . . . . .	October 26, 1898,	60,000
Norfolk Southern, . . . . .	May 31, 1899,	125,000
Norfolk Western, . . . . .	July 24, 1899,	100,000
Webster & Dudley, . . . . .	July 20, 1899,	30,000
West Roxbury & Roslindale, . .	November 22, 1898,	50,000
Worcester & Clinton, . . . . .	December 29, 1898,	115,000
Woronoco, . . . . .	June 27, 1899,	75,000
Total amount authorized, . . . . .		\$1,031,000

NOTE.—Issues of bonds, in addition to the above, authorized by the Board from October 1, 1899, to December 31, 1899, inclusive, will be found in the Appendix.

The net debt (the gross debt less \$6,053,677 of cash and current assets) was \$35,846,071—an increase of \$6,021,224. In computing the net debt, the sum of \$5,120,345 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

## VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the one hundred and sixteen companies making returns to the Board, was 356,724,213 — an increase of 25,834,584 passengers over the previous year. The number of passengers carried on the street railways exceeded the number carried on the railroads of the State, by 254,680,233.

The total number of miles run by street cars was 73,367,235 — an increase of 5,160,817 miles over the previous year. The total number of round trips run was 7,104,843 — an increase of 216,867 in number of round trips. The average number of passengers carried per round trip was 50 — two more than in 1898.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years : —

*Volume of Traffic for Ten Years, 1890-1899.*

YEARS.	Total Passengers Carried.	Total Car Miles Run.	Total Round Trips Run.	Average Passengers per Round Trip.
1890, . . . .	164,873,846	26,516,937	3,764,816	44
1891, . . . .	176,090,189	27,670,166	3,958,455	44
1892, . . . .	194,171,942	29,678,036	4,168,458	47
1893, . . . .	213,552,009	34,507,282	4,481,171	48
1894, . . . .	220,464,099	36,722,978	4,662,786	47
1895, . . . .	259,794,308	43,655,560	5,179,234	50
1896, . . . .	292,358,943	53,613,685	6,004,809	49
1897, . . . .	308,684,224	61,577,917	6,557,183	47
1898, . . . .	330,889,629	68,206,418	6,887,976	48
1899, . . . .	356,724,213	73,367,235	7,104,843	50

## DENSITY OF TRAFFIC.

By "density of traffic," as applied to street railways, may be understood the average annual number of passengers carried per total mile of main track operated. The density of traffic on a street railway system, other conditions being similar, is a measure of its earning capacity.

The following table shows the volume and the density of traffic the last year on all of the Massachusetts railways combined, and on the ten leading railways in detail:—

*Volume and Density of Street Railway Traffic in 1899.*

RAILWAYS.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Average Num- ber per Round Trip Run.
All Massachusetts railways, . . .	356,724,213	205,098	50
Brockton, . . . . .	7,273,966	162,944	40
Globe (Fall River), . . . . .	7,203,720	247,338	35
Holyoke, . . . . .	4,468,059	142,827	35
Lowell, Lawrence & Haverhill, . . .	10,074,912	155,439	58
Lowell & Suburban, . . . . .	8,190,103	132,879	33
Lynn & Boston, . . . . .	30,287,399	196,886	54
Springfield, . . . . .	12,343,452	192,794	38
Union (New Bedford), . . . . .	4,202,903	207,203	26
West End (Boston, etc.), . . . . .	191,023,224	653,140	60
Worcester Consolidated, . . . . .	12,193,002	232,080	52
Averages (ten railways), . . . . .	28,726,074	352,619	52

These ten railways represent 65 per cent of the entire capital investment, operate 47 per cent of the total railway mileage, and carry 81 per cent of the whole number of passengers carried on all of the Massachusetts street railways.

## EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years:—

*Percentage of Operating Expenses to Gross Earnings, 1890-1899.*

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1890, . . . .	\$8,348,285	\$6,244,208	<b>74.80</b>	\$2,104,077
1891, . . . .	8,861,841	6,746,304	<b>76.13</b>	2,115,537
1892, . . . .	9,798,060	7,029,479	<b>71.74</b>	2,768,581
1893, . . . .	10,832,174	7,501,845	<b>69.26</b>	3,330,329
1894, . . . .	11,119,846	7,729,059	<b>69.51</b>	3,390,787
1895, . . . .	13,184,342	9,088,086	<b>68.93</b>	4,096,256
1896, . . . .	14,844,262	10,563,371	<b>71.16</b>	4,280,891
1897, . . . .	15,815,267	10,904,040	<b>68.95</b>	4,911,227
1898, . . . .	16,915,405	11,672,731	<b>69.01</b>	5,242,674
1899, . . . .	18,151,550	12,378,488	<b>68.20</b>	5,773,062
Averages, . .	\$12,787,103	\$8,985,761	<b>70.27</b>	\$3,801,342

*Operating Expenses and Net Earnings (Ten Railways) in 1899.*

RAILWAYS.	Percent- age of Operating Expenses to Gross Earnings.	NET EARNINGS PER			
		Mile of Track Operated.	Round Trip Run.	Car Mile Run.	Passen- ger Carried.
Brockton, . . . .	<b>55.35</b>	\$3,630	\$0 89	Cents. 10.87	Cents. 2.23
Globe (Fall River), . . . .	<b>58.87</b>	4,762	0 67	10.66	1.93
Holyoke, . . . .	<b>66.51</b>	2,495	0 60	6.66	1.75
Lowell, Lawrence & Haverhill,	<b>57.83</b>	3,283	1 23	11.64	2.11
Lowell & Suburban, . . . .	<b>56.74</b>	2,899	0 72	9.22	2.18
Lynn & Boston, . . . .	<b>54.93</b>	4,581	1 25	11.68	2.33
Springfield, . . . .	<b>69.24</b>	3,007	0 60	5.77	1.56
Union (New Bedford, etc.), . .	<b>58.09</b>	4,638	0 57	9.70	2.24
West End (Boston, etc.), . .	<b>70.59</b>	9,725	0 90	8.22	1.49
Worcester Consolidated, . .	<b>71.98</b>	3,255	0 48	7.26	1.40
Averages, . . . .	<b>67.16</b>	\$5,864	\$0 87	8.68	1.66

The tables on the following page give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation, (1) per total mile of main track owned,

*Gross and Net Earnings from Operation per Mile of Main Track  
Owned and per Round Trip Run, 1890-1899.*

YEARS.	AVERAGE PER MILE OF TRACK.			AVERAGE PER ROUND TRIP.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
1890, . . .	\$13,632	\$10,197	\$3,435	\$2 22	\$1 66	\$0 56
1891, . . .	13,178	10,032	3,146	2 24	1 70	0 54
1892, . . .	12,980	9,312	3,668	2 35	1 69	0 66
1893, . . .	12,392	8,582	3,810	2 41	1 67	0 74
1894, . . .	11,972	8,321	3,651	2 39	1 66	0 73
1895, . . .	12,127	8,359	3,768	2 55	1 75	0 80
1896, . . .	11,627	8,274	3,353	2 47	1 76	0 71
1897, . . .	11,187	7,713	3,474	2 41	1 66	0 75
1898, . . .	10,998	7,589	3,409	2 45	1 69	0 76
1899, . . .	10,459	7,132	3,327	2 55	1 74	0 81
Averages, .	\$11,748	\$8,255	\$3,493	\$2 42	\$1 70	\$0 72

*Gross and Net Earnings from Operation per Car Mile Run and per  
Passenger Carried, 1890-1899.*

YEARS.	AVERAGE PER CAR MILE.			AVERAGE PER PASSENGER.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1890, . . .	31.48	23.87	7.61	5.06	3.79	1.27
1891, . . .	32.03	24.38	7.65	5.03	3.83	1.20
1892, . . .	33.01	23.69	9.32	5.05	3.62	1.43
1893, . . .	31.39	21.74	9.65	5.07	3.51	1.56
1894, . . .	30.28	21.05	9.23	5.04	3.50	1.54
1895, . . .	30.20	20.82	9.38	5.07	3.50	1.57
1896, . . .	27.69	19.70	7.99	5.08	3.61	1.47
1897, . . .	25.68	17.71	7.97	5.12	3.53	1.59
1898, . . .	24.80	17.11	7.69	5.11	3.52	1.59
1899, . . .	24.74	16.87	7.87	5.09	3.47	1.62
Averages, .	28.07	19.73	8.34	5.08	3.57	1.51



(2) per round trip run, (3) per car mile run, and (4) per passenger carried—thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

The last table on page 75 gives the ratio of operating expenses to gross earnings, and the net earnings per mile of main track operated, per round trip run, per car mile run, and per passenger carried, on each of the ten leading railways, with their combined averages, for the year 1899.

### EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last seven years only, not having been reported prior to 1893:—

#### *Employees and Equipment, 1890-1899.*

YEARS.	Employees.	Cars.	Other Vehicles.	Horses.	Electric Motors.
1890, . . . . .	6,246	3,247	567	11,241	—
1891, . . . . .	6,449	3,494	577	10,640	—
1892, . . . . .	7,185	3,679	552	6,734	—
1893, . . . . .	8,070	4,040	681	3,531	3,013
1894, . . . . .	7,451	4,058	1,790	2,014	3,906
1895, . . . . .	8,048	4,426	1,755	1,436	4,704
1896, . . . . .	9,130	4,913	1,876	878	5,958
1897, . . . . .	9,716	5,344	1,953	683	6,908
1898, . . . . .	10,416	5,734	1,997	605	7,643
1899, . . . . .	11,944	6,042	2,076	455	8,530

### STREET RAILWAY ACCIDENTS.\*

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1899, was 2,488, of whom 48 received fatal injuries, and 2,440 injuries not fatal.

\* For Tabulated Statement of Accidents in connection with the several railways in detail see Appendix.

The number of passengers injured was 1,616, of whom 11 were injured fatally. As stated in previous reports, most of the accidents to passengers occurred from their falling or being thrown down as they were getting on or off cars, in the majority of cases while the car was in motion.

The injuries to employees were 72 in all, 5 of which were fatal.

The number of injuries to travellers and others on the street was 800, of which 32 were fatal.

Of the whole 2,488 injured, at least 99 were children. The reports in some cases do not indicate whether the person injured was a child or an adult; and it has been assumed in such cases that the person was an adult. Of the 99 children injured, 7 were fatally hurt.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year:—

*Summary of Accidents Reported in 1898 and 1899.*

KILLED AND INJURED.	KILLED.		INJURED.		TOTAL.	
	1898.	1899.	1898.	1899.	1898.	1899.
Passengers, . . .	9	11	1,389	1,605	1,398	1,616
Employees, . . .	2	5	46	67	48	72
Other persons, . . .	27	32	740	768	767	800
Totals, . . .	38	48	2,175	2,440	2,213	2,488
Adults, . . .	33	41	2,113	2,348	2,146	2,389
Children, . . .	5	7	62	92	67	99
Totals, . . .	38	48	2,175	2,440	2,213	2,488

From the above table it appears that 2 more passengers, 3 more employees, and five more travellers and other persons on the street, received fatal injuries than in 1898.

The number of children killed was 2 more, and the number injured was 30 more, than in 1898.

Of those receiving injuries not fatal, there were reported 216 more passengers, 21 more employees, and 28 more travellers and other persons on the street, than in 1898.

*Ratio of Accidents to Number of Passengers, Employees, etc., in 1888,  
1898, and 1899.*

PASSENGERS CARRIED, ETC.	1888.*	1898.	1899.
<i>Total Number of</i>			
Passengers carried, . . .	134,478,319	330,889,629	356,724,213
Employees, . . .	5,531	10,416	11,944
Miles of track operated, . . .	533.59	1,590.95	1,739.29
Round trips run, . . .	3,220,578	6,887,976	7,104,843
Car miles run, . . .	23,244,767	68,206,418	73,367,235
<i>Passengers Killed, . . .</i>	<b>4</b>	<b>9</b>	<b>11</b>
Ratio to all passengers, . . .	1 to 33,619,580	1 to 36,765,514	1 to 32,429,474
Ratio to miles of track, . . .	1 to 133.40	1 to 176.77	1 to 158.12
Ratio to round trips, . . .	1 to 805,145	1 to 765,331	1 to 645,895
Ratio to car miles, . . .	1 to 5,811,192	1 to 7,578,491	1 to 6,669,749
<i>Passengers Injured, . . .</i>	<b>140</b>	<b>1,389</b>	<b>1,605</b>
Ratio to all passengers, . . .	1 to 960,559	1 to 238,221	1 to 222,258
Ratio to miles of track, . . .	1 to 3.81	1 to 1.15	1 to 1.08
Ratio to round trips, . . .	1 to 23,004	1 to 4,959	1 to 4,427
Ratio to car miles, . . .	1 to 166,034	1 to 49,105	1 to 45,712
<i>Employees Killed, . . .</i>	<b>1</b>	<b>2</b>	<b>5</b>
Ratio to all employees, . . .	1 to 5,531	1 to 5,208	1 to 2,389
Ratio to miles of track, . . .	1 to 533.59	1 to 795.47	1 to 347.86
Ratio to round trips, . . .	1 to 3,220,578	1 to 3,443,988	1 to 1,420,969
Ratio to car miles, . . .	1 to 23,244,767	1 to 34,103,209	1 to 14,673,447
<i>Employees Injured, . . .</i>	<b>11</b>	<b>46</b>	<b>67</b>
Ratio to all employees, . . .	1 to 503	1 to 226	1 to 178
Ratio to miles of track, . . .	1 to 48.51	1 to 34.59	1 to 25.96
Ratio to round trips, . . .	1 to 292,780	1 to 149,739	1 to 106,042
Ratio to car miles, . . .	1 to 2,113,161	1 to 1,482,748	1 to 1,095,033
<i>Other Persons Killed, . . .</i>	<b>6</b>	<b>27</b>	<b>32</b>
Ratio to miles of track, . . .	1 to 88.93	1 to 58.92	1 to 54.35
Ratio to round trips, . . .	1 to 536,763	1 to 255,110	1 to 222,026
Ratio to car miles, . . .	1 to 3,874,128	1 to 2,526,164	1 to 2,292,726
<i>Other Persons Injured, . . .</i>	<b>76</b>	<b>740</b>	<b>768</b>
Ratio to miles of track, . . .	1 to 7.02	1 to 2.15	1 to 2.26
Ratio to round trips, . . .	1 to 42,376	1 to 9,308	1 to 9,251
Ratio to car miles, . . .	1 to 305,852	1 to 92,171	1 to 95,530
<i>Total Killed, . . .</i>	<b>11</b>	<b>38</b>	<b>48</b>
Ratio to miles of track, . . .	1 to 48.51	1 to 41.87	1 to 36.24
Ratio to round trips, . . .	1 to 292,780	1 to 181,263	1 to 148,018
Ratio to car miles, . . .	1 to 2,113,161	1 to 1,794,906	1 to 1,528,484
<i>Total Injured, . . .</i>	<b>227</b>	<b>2,175</b>	<b>2,440</b>
Ratio to miles of track, . . .	1 to 2.35	1 to .73	1 to .71
Ratio to round trips, . . .	1 to 14,188	1 to 3,167	1 to 2,912
Ratio to car miles, . . .	1 to 102,400	1 to 31,359	1 to 30,069
<i>Total Killed and Injured, . . .</i>	<b>238</b>	<b>2,213</b>	<b>2,488</b>
Ratio to miles of track, . . .	1 to 2.24	1 to .72	1 to .70
Ratio to round trips, . . .	1 to 13,532	1 to 3,113	1 to 2,856
Ratio to car miles, . . .	1 to 97,667	1 to 30,821	1 to 29,488

\* Operation wholly by horse power.

Altogether, there appear to have been injured, fatally and otherwise, 218 more passengers, 24 more employees, and 33 more travellers and other persons, — in all 275 more, — the last than the preceding year.

In comparing the casualties of any two years, the whole number of passengers carried and persons employed, and the total number of miles of track operated and of round trips and car miles run, in the respective years, should of course be taken into account.

The table on the preceding page is designed to exhibit the comparative as well as the actual amount of casualty in connection with street railway operation, for each of the three years named in the table, by giving the ratio of passengers and employees fatally or otherwise injured to the whole number of each class, and also the ratio of passengers, employees and other persons killed and injured, to the length of main track operated and the amount of car service performed. The last two years are thus compared in the table with each other. The year 1888 is also selected for comparison, because this was the last year in which the operation was wholly by horse power; and it is designed to indicate in this way the relative dangers attending the use of horse and electric power.

During the last year, only one out of 32,429,474 street railway passengers received fatal injury, and but one out of 222,258 received any injury whatever; and cars were run on an average over 29,400 miles without accident of any sort to passenger, employee, or other person.

#### REVIEW OF THE YEAR.

The addition to street railway mileage the last year (198 miles of main track) was larger than in any one of the three preceding years, the average annual increase for those years having been 153 miles. It is needless to say that all of the new railway is electrically equipped. There now remain but 4.76 miles of old railway equipped for horse power only.

#### *New Companies.*

The incorporation of new companies still continues and shows no sign of abatement. Twenty new companies were added to the list the last year and seven companies dropped,

making a net addition of thirteen to the list for the year, three more than in the preceding year. Notwithstanding the consolidations and changes that have occurred from time to time the number of reporting companies has considerably more than doubled in the last nine years. There were 48 companies reporting to the Board in 1890 and in 1899 the number had grown to 116.

### *Volume of Traffic.*

There were carried the last year on the street railways of this State in round numbers 356,700,000 passengers — a gain of 25,800,000 passengers for the year. This shows a larger increase than that of the preceding year, when there was a gain of 22,200,000 passengers. This makes an average increase for the last two years of about 24,000,000 passengers a year.

There has been an increase of passenger traffic for the last seven years of 162,500,000 passengers, or an average of a little over 23,200,000 a year, or an increase of about 12 per cent a year in passenger traffic for the period. These figures show the vast and increasing magnitude of the service which the electric railways are rendering the public.

In the following table the growth of traffic is compared with the increase of mileage for the last seven years : —

### *Comparative Increase of Railway Mileage and Volume of Traffic.*

YEARS.	Railway Mileage.*	Increase.	Per Cent.	Passengers Carried.	Increase.	Per Cent.
1892, . . .	755	—	—	194,171,942	—	—
1893, . . .	874	119	16	213,552,009	19,380,067	10
1894, . . .	929	55	6	220,464,099	6,912,090	3
1895, . . .	1,078	149	16	259,794,308	39,330,209	18
1896, . . .	1,277	199	18	292,358,943	32,564,635	13
1897, . . .	1,414	137	11	308,684,224	16,325,281	6
1898, . . .	1,538	124	9	330,889,629	22,205,405	7
1899, . . .	1,736	198	11	356,724,213	25,834,584	8
Totals, .	—	981	130	—	162,552,271	84

\* Length of main track owned.

It appears that while the railway mileage has increased 130 per cent, or more than doubled in the last seven years, there has



been a gain of only 84 per cent in the number of passengers carried. This proves that the newer companies carry as a rule a much smaller annual number of passengers per mile of railway operated, or in other words have a much less density of traffic, than the older companies.

### *Capital Investment.*

The total capital investment (capital stock and net debt) of the street railway companies of the State advanced the last year from \$68,758,800 to \$77,226,214. Eleven years ago, in 1888, the total was only \$17,237,100; so that the capital investment has more than quadrupled since the introduction of electricity as a motive power.

### *Financial Results.*

There was an addition the last year of \$8,157,519 to gross assets and of \$7,390,266 to gross liabilities—a balance of \$767,253 in favor of the companies, increasing by that amount their aggregate surplus. This was a greater increase than that of the preceding year, when there was a balance of \$691,199 on the side of the assets. The ratio of surplus to capital stock stood higher at the end of the last year (6.01 per cent) than in any year since 1890.

The gross earnings from operation were \$1,236,145 larger, and the net earnings \$530,388 larger, than the year before. The ratio of operating expenses to gross earnings, 68.20 per cent, was less than that of the preceding year, when it was 69.01 per cent. The net divisible income, after paying interest, taxes and other charges, was, however, less by \$31,060 than in 1898, while the gross amount of dividends declared was \$242,165 larger; so that the surplus balance for the year (which was \$184,544) was \$273,225 less than the preceding year.

### *Dividends.*

The exhibit of the most interest to the stockholders of the companies is that which relates to the returns on capital stock; and the showing in this particular is more favorable than that of the preceding year, both as regards the proportion of dividend-paying companies and the average rate paid. Out of the whole 116 companies, 54 companies, having an aggregate capital stock of \$34,960,985, paid on this amount of capital an average

dividend of 6.63 per cent as against a corresponding rate of 6.05 per cent in 1898. The remaining 62 companies, with an aggregate capital stock of \$6,419,158, of which companies 38 had been in operation for more than a full year, paid no dividends. The average rate on the total outstanding capital stock of all the companies was 5.60 per cent as against 5.33 per cent in 1897. There was an increase therefore of about .27 of one per cent in the average dividend rates of the last year.

There were moreover 23 out of the 81 operating companies that came out with a deficit at the end of the year. Ten of them did not have income enough to pay operating expenses and charges, and five of them did not earn operating expenses. In eight cases the deficit was caused by declaring a dividend in excess of divisible income, and in two cases the deficit from operating expenses and fixed charges was increased by the amount of the dividends.

### *Comparative Results, 1888-1889.*

The following table, which is similar to tables in previous reports, shows by the more usual tests the financial conditions and results of street railway operation in this State for the years 1888, 1893 and 1899, the operation in the first of these years having been wholly by horse power : —

#### *Results of Street Railway Operation in 1888, 1893 and 1899.*

CAPITAL INVESTMENT, EARNINGS, ETC.	1888.	1893.	1899.
Capital investment per mile of main track, .	\$32,304	\$53,367	\$45,040
	Per Cent.	Per Cent.	Per Cent.
Railway electrically equipped, . . . .	—	81.35	99.73
Operating expenses to gross earnings, . .	81.07	69.26	68.20
Net earnings to capital investment, . . .	7.49	7.14	7.05
Divisible income to capital stock, . . .	7.21	7.70	6.05
Dividends paid to capital stock, . . . .	5.74	6.63	5.60
Surplus to capital stock, . . . . .	6.82	2.09	6.01

## STREET RAILWAY BRIDGES.

Under the provisions of chapter 286 of the Acts of 1899 the supervision of street railway bridges was assumed by the Bridge Engineer of the Board, who had supervision of the bridges on railroads, and from him the following report has been received by the Board : —

Boston, December 31, 1899.

*The Massachusetts Board of Railroad Commissioners,*

HON. JAMES F. JACKSON, *Chairman.*

GENTLEMEN : — I beg leave to submit the following report on the bridges on electric railways in this Commonwealth.

The bridges on the electric railways of the Commonwealth were placed under the supervision of this Board by chapter 286 of the Acts of 1899, which reads as follows : —

SECTION 1. The provisions of chapter three hundred and thirty-four of the Acts of the year eighteen hundred and eighty-seven, entitled "An Act relating to the examination of railroad bridges," are hereby extended and made applicable to street railway bridges and to the several companies owning or maintaining the same.

SECTION 2. The first report in relation to such bridges shall be made and transmitted to the board of railroad commissioners on or before the first day of November in the present year. When a street railway company builds a new bridge, it shall first submit the plans thereof to said board for approval; and upon the completion thereof shall forthwith have made and transmitted to the board in like manner a report concerning the same.

SECTION 3. This act shall take effect upon its passage.

In accordance with this act the Board issued, in June last, the following circular : —

BOARD OF RAILROAD COMMISSIONERS,  
No. 20 BEACON STREET, BOSTON, June 26, 1899.

*To the President of the*

*Street Railway Company.*

DEAR SIR : — Chapter 286 of the Acts of 1899 reads as follows : —

SECTION 1. The provisions of chapter three hundred and thirty-four of the Acts of the year eighteen hundred and eighty-seven, entitled "An Act relating to the examination of railroad bridges," are hereby extended and made applicable to street railway bridges and to the several companies owning or maintaining the same.

SECTION 2. The first report in relation to such bridges shall be made and transmitted to the board of railroad commissioners on or before the first day of November in the present year. When a street railway company builds a new bridge, it shall first submit the plans thereof to said board for approval; and upon the completion thereof shall forthwith have made and transmitted to the board in like manner a report concerning the same.

SECTION 3. This act shall take effect upon its passage.

In accordance with this act you are hereby requested to transmit to this Board, before the first of November next, the following information, plans, etc., relating to the bridge structures on the line of your railway, built and maintained by your company, said information to be given for every such bridge structure of over ten feet opening in the clear, between abutments: —

I. A statement giving: (1) number of bridge; (2) its precise location; (3) nature of crossing (stream, street, etc.); (4) number of openings, and clear span of each; (5) length over all; (6) material; (7) approximate maximum height of rail above stream, street, etc.; (8) date of erection; (9) names of designer and of builder. Also, the weights of the heaviest cars of the several types run over your line, giving load on each axle, and distances between axles.

II. Complete detail plans for every such bridge. These plans should if practicable be blue prints made of a standard size, 28" x 40", including a margin on the left-hand side of 2". Plans not conforming to the above requirements, if already prepared, will be accepted.

III. A copy of the specifications or agreement under which each bridge was built, so far as concerns the loads to be assumed, the quality of material and the design.

IV. A report of inspection made by a competent and experienced engineer, for which blanks are enclosed herewith, certifying to the condition and strength of each bridge.

You are also respectfully requested to note the provision in section two of the above act with reference to furnishing plans of new bridges for approval *before such bridges are erected*.

By order of the Board,

WM. A. CRAFTS,  
Clerk.

In reply to this circular plans and reports have already been received from a number of the street railway companies, but others still remain to be heard from. The plans and reports received are being examined as rapidly as practicable, but I am not able at this time to present any statistics with reference to the number and kind of bridges on these roads.

There is one respect in which many of the street railway bridges in this and other States are seriously defective, and that is in reference to the construction of the floors. It should be distinctly understood that the floor of a street railway bridge should be nearly or quite as well protected against the possibility of accident in case of derailment as the floor of a steam railroad bridge. It is true that the speed on street railways is not as great as on steam railroads, and it is further true that in many cases the speed in crossing bridges on street railways is small; but, on the other hand, the track on street railways is not as perfect as on steam railroads, nor are the cars as safe against derailment. During the past year a number of serious accidents have occurred in this and other States, due to an electric



car becoming derailed upon a bridge. In order to call attention to the necessity for substantial and properly constructed bridge floors on street railway bridges, the Board issued, in November last, the following circular : —

*To the Several Street Railway Companies operating Street Railways within the State.*

In view of the provisions of chapter 286, Acts of 1899, imposing upon the Railroad Commissioners duties of examination of street railway bridges, the Board desire to call particular attention to the importance of exercising special precaution against accidents upon bridges used by street railways. A derailment upon a bridge is in any case likely to be attended by very serious results, and every effort should be made to reduce the chances of such derailments and the dangers attending upon them.

Bridges constructed and used exclusively for street railway purposes should have floor systems similar to those used on steam railroad bridges. While there is some difference in practice with reference to the details of such floors, the Board recommend the following construction : —

1. Ties should be of hard pine, not less than 5 inches by 7 inches and not less than 8 feet long. The Board suggest a length of 9 feet. Ties should be spaced not over 8 inches in the clear. The Board suggest a spacing of 6 inches in the clear. Ties should be securely fastened to the stringers by spikes or bolts.

2. Along the ends of the ties should run on each side a wooden guard timber not less than 6 inches by 6 inches, notched 1 inch over the ties and bolted to every third or fourth tie. The office of this guard timber is not to prevent a derailed wheel from running off the bridge, but simply to keep the ties in place. With ties 9 feet long this guard timber will be 15 inches to 18 inches in the clear outside of the track rails.

3. In order to prevent a derailed truck from running far from the track, even if it should be derailed before reaching the bridge, inside guard rails should be provided. These rails should be of the same height as the track rails and should extend across the entire bridge and for a distance of some 50 feet beyond the ends, coming to a point in the centre of the track, the point being protected by a casting or frog point. If there is a sharp curve on the approach the guard rails should be extended around the curve. These rails should be not less than 8 inches in the clear inside of the track rails and should be securely spiked down to every tie. Such inside guard rails will in most cases guide a derailed truck safely across the bridge, a fact which has been repeatedly demonstrated in connection with steam railroads.

Attention is further called to the necessity of having a perfect track on the approaches to all bridges. A defective track often leads to such vibration of a car body as to throw a truck off the track. It will be readily perceived that in the case of four-wheel cars this suggestion is particularly important.

In the case of highway bridges over which electric cars pass and of which the entire width of roadway is planked, a floor such as has been described cannot be used. In the case of such bridges the only sure means



to reduce a liability to accident is to maintain a perfect track on the approaches and to limit the speed in passing over the structure, and in this connection the Board desire to emphasize the importance of passing over all bridges at a slow rate of speed.

By order of the Board,

WM. A. CRAFTS,  
*Clerk.*

NOVEMBER 1, 1899.

In my next report it will be possible to give full details with reference to the condition as well as statistics regarding the kind and number of those street railway bridges which come under the supervision of the Board.

Respectfully submitted,

GEORGE F. SWAIN.

### BOSTON ELEVATED RAILWAY.

The Boston Elevated Railway Company as they proceeded with the work of construction submitted to the Board for approval a number of modifications of the plans previously approved at certain points of the structure, and after public notice and a hearing the modifications were approved. The following report of Mr. E. K. Turner, the Consulting Engineer of the Board in connection with this elevated structure, recites the changes made and the progress of the work during the year : —

BOSTON, December 30, 1899.

*To the Massachusetts Board of Railroad Commissioners,*

HON. JAMES F. JACKSON, *Chairman.*

As Consulting Engineer to the Board in relation to the Boston Elevated Railway Company, I will submit the following report for the year 1899 : —

The location plans presented to the Board and approved July 11, 1898, were largely compiled from earlier plans, with some new surveys. They were found upon more careful examination to be inaccurate in some of the details. The company at a later date finished its surveys and made new plans, in which all mistakes which were discovered in the older ones were rectified. A more careful and prolonged study of the subject also developed changes and improvements in the details of the proposed structure which the company desired to make. It has therefore, as suggested in the report for 1898, in accordance with the provisions of section 6, chapter 500, Acts of 1897, at various times during the year presented plans which it desired your Board to approve, superseding the location plans

approved July 11, 1898, and in one case changing for a second time those approved at an earlier date in the year 1899.

The alterations in plans of structure above noted consist largely of changed location of the supporting posts, the changes being made with the object of offering less obstruction to travel on the surface of driveways and sidewalks. In many cases the length of span of the longitudinal girders has been increased, lessening the total number of posts required. In some instances the locations of posts have been changed to prevent obstruction to spur tracks and to make the conditions better at street intersections. These changes have in the aggregate lessened the obstruction which the elevated structure will offer to surface travel, and must consequently be considered an improvement over the plans first presented.

The changes of location plans and the dates at which they have been made or acted upon by the Board are as follows : —

At a hearing January 20, 1899, plans were presented numbered 25013, 25014, 25021, 25022, 25038. These plans were approved by the Board. Plan No. 25021 was an addition to the original location, the others showed changes.

A petition dated April 3, 1899, accompanied by 13 plans, numbered 25450 to 25462 inclusive. These plans were to replace 7 plans numbered 25021 to 25027 inclusive, which had been approved July 11, 1898, and 2 of the plans approved January 20, 1899. Favorable action was taken and the plans approved.

A petition dated June 20, 1899, with 27 plans, numbered 25464 to 25490 inclusive. These plans were to replace plans numbered 25028, 25029, 25030, and 25035 to 25041 inclusive, all of which were approved July 11, 1898, and the amended plan, 25038, approved January 20, 1899.

A petition dated November 6, 1899, with 14 plans, numbered 26150 to 26163 inclusive. These plans were to replace plans numbered 25030 to 25035 inclusive, approved July 11, 1898, and plans numbered 25489 and 25490, approved July 7, 1899. Favorable action was taken regarding the petitions of April 3, 1899, June 20, 1899, and November 6, 1899, and the plans accompanying them were approved by the Board.

In every case when plans have been presented for the approval of the Board to take the place of those previously passed upon, due notice has been given and a public hearing held before final action was taken by the Board. Previous to the hearing the plans have been exhibited at the office of the Board, so that all persons interested have had an opportunity to examine them.

Reports dated January 17, April 22, July 6 and November 23, all in the year 1899, have been made by the undersigned to the

Board, after careful study of the plans, giving in detail the changes shown upon the new location plans as presented, and noting the effect of such changes.

Among the plans presented to the Board and approved are those for the proposed terminal stations at Dudley Street and near Sullivan Square, where the principal transfers between the surface and elevated lines will be made. At each of these stations provision is made for running the surface cars upon inclined track to a level nearly or quite as high as the elevated tracks, with large platforms between, thus doing away with the necessity of going up or down stairs for the majority of passengers wishing to change or transfer from one system to the other. Stairs will also be provided for those passengers whose journey begins or ends at these stations. On Dudley Street, where the inclined tracks pass over the sidewalk on the north side, sunken ways will be provided in which passers on foot can go safely under the tracks if they wish to do so. These plans as now worked out minimize the discomfort and delay caused by transfer, which at its best is always an objectionable feature of transportation, and which at the two stations above noted would hardly be practicable without some provision for bringing the tracks of the two systems to the same level.

Work on the actual construction of the elevated railway has been begun and has made fair progress. Clearing the route and terminal grounds of buildings and obstructions where such existed has been very nearly completed. The area required for terminals and transfer stations at Dudley Street and near Sullivan Square has been cleared of buildings and partly graded. At Dudley Street retaining walls have been built to support the inclined tracks leading to the high-level transfer platforms. The grade of Zeigler Street has been changed to conform to the proposed new conditions. Between Pleasant Street and the location of the Boston & Albany and Boston & Providence railroads the buildings have been removed from the line of the elevated railway and grading begun for the inclined way under Pleasant Street, leading to a connection with the tracks in the subway. Considerable change will be necessary in the grade and location of tracks at the southerly end of the subway before the tracks of the elevated lines can be connected with them. Masonry piers and abutments have been built upon which the steel structure of the elevated railway will rest at the crossing over the Boston & Albany and Boston & Providence railroads, between Tremont Street and Shawmut Avenue, also at Harrison Avenue. The buildings have been removed from the site of station at the corner of Harrison Avenue and Beach Street.

Foundations for posts for the entire structure, so far located, have been very nearly completed. They consist of large masses of concrete, composed of broken stone or gravel and Portland cement, having a depth of ten feet with a bearing surface at the bottom of eighty square feet. These dimensions have been increased where the ground is not of the best. Where soft bottom was encountered, spruce piles have been driven down to hard material and the mass of concrete placed on top of the piles. There remain to put in a few foundations at the Sullivan Square terminal. Preparing the foundations has also involved a large amount of work, changing sewers, pipes, and conduits underground, all of which were by the provisions of section 8, chapter 500, Acts of 1897, changed at the expense of the Elevated Railway Company.

Arrangements have been made regarding the relocation of tracks of the Union Freight Railroad, and the alteration of its tracks at such points as they interfered with the construction of the elevated structure; also with the Boston & Maine Railroad, relative to the details of crossing above its tracks in Charlestown; and with the Boston & Albany and Boston & Providence railroads, for details of crossing above their tracks between Tremont Street and Shawmut Avenue and at Harrison Avenue.

Considerable work has been done towards relaying the surface tracks of the street system and those of the Union Railroad Company in Atlantic Avenue and the surface tracks at Northampton Street, to make room for the elevated structure and provide space for platforms on the surface under the elevated station.

The first part of the steel structure to be erected was that on the new Charlestown bridge. This part was hastened, in order to have it completed before the new bridge was opened to public travel, and avoid the delay and inconvenience of doing the work while the bridge is in use. The steel structure has also been erected in continuation of the above-noted part, across City Square and a short distance into Main Street, far enough to admit of building the elevated City Square station. The work of erecting the southerly section of the steel structure was begun on Washington Street just south of Castle Street in September, and has been continued during the remainder of the year, reaching a point a little north of Eustis Street. In all 1.6 miles of steel structure have been erected, or about 24 per cent of the entire length as now located.

On Washington Street the work of erecting the steel structure has been done at night, avoiding in great measure interference with street surface travel, and lessening the liability to accident. Nearly all of the steel structure thus far erected has been riveted and about one-half



of it painted one coat. The placing of wheel guards and cement filling of the lower ends of the posts have also been well advanced on this portion.

In those sections of steel structure already erected there are examples of nearly all the types of construction that are to be used, and a very good idea can be formed of the effect of the structure on the adjacent property and the degree of interference with surface drive-ways and sidewalks. The addition of the floor and track will increase to some extent the obstruction to light and air, but will not affect the movements on the surface. The question of obstruction to light will depend largely upon the color of paint adopted for the finishing coat, and upon the care exercised in maintaining the paint in good condition. This is an important point, also affecting the life of the structure and its cost of maintenance.

At the hearing of November 22 statements were made regarding the types of rolling stock to be used and methods of operation. This being only of a general character, it was understood that definite plans and information as to details would be presented at an early date, as soon as the company can fully determine these questions, for the information of the Board and to enable it to take formal action on these subjects, as required by the terms of section 6, chapter 500, Acts of 1897.

Respectfully submitted,

EDMUND K. TURNER,  
*Consulting Engineer.*

#### GRADE CROSSINGS.

With the extension of street railway lines there is continually arising the question of the crossing of railway tracks over those of steam railroads. The argument is frequently addressed to the Board that, as the travel upon street cars is but a new and improved use of the highway, the existence of a grade crossing over it by a steam railroad ought not to be a barrier to this desirable use of the highway by the travelling public. It is urged that, under the restrictions and safeguards placed about such crossings when approved by the Board, the dangers otherwise attendant upon them have been very largely removed. There is force in both of these propositions, but no safeguards or restrictions can be established which will do away with the danger liable to arise at any moment from the stalling of a street car during its passage over the railroad tracks. Experience has shown that such an event is of frequent occurrence, from causes such as the temporary loss of motive power, de-



railment, burning out of fuse, or disarrangement or breakage of apparatus at the critical moment. In view of this peculiar danger and the unusually grave results to be apprehended in the case of a collision under such circumstances, the Board has adopted the policy of refusing to allow such crossings whenever there is any reasonable opportunity to avoid them. Following the recommendation of the Board, a statute was enacted, chapter 404, Acts of 1898, enabling street railway companies to take private land for the purpose of avoiding grade crossings over steam railroads. Since the passage of this act street railway companies have in many cases made use of its provisions. Applications for approval of grade crossings are now usually made only in cases where it is alleged that the building of a trestle or construction of a passageway under the railroad is impracticable by reason of engineering difficulties, disproportionate and unreasonable expense or other peculiar conditions. In the opinion of the Board, it is only under such exceptional circumstances that grade crossings should be approved, and then only for a limited period, in the expectation of a future separation between the grade of the railroad and the highway.

JAMES F. JACKSON,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

JANUARY 1, 1900.



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# COMMISSIONERS' REPORT.

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**Part 3.**

## APPENDIX.

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[A.]

## SPECIAL REPORTS ON RAILROAD MATTERS.

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### TRAIN ACCOMMODATIONS.

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#### PETITION OF RESIDENTS OF ROSLINDALE AND OTHERS ON WEST ROXBURY BRANCH OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD FOR A MORE CONVENIENT TRAIN SERVICE BETWEEN THOSE POINTS AND ROXBURY ON THE MAIN LINE OF THE PROVIDENCE DIVISION.

This is a petition of certain residents of Roslindale and others using the various stations on the line of the West Roxbury Branch of the Providence Division of the New York, New Haven & Hartford Railroad for such changes in the existing train schedules as will afford them a continuous train service from those stations to Roxbury on the main line of the Providence Railroad, between Forest Hills and Boston, at certain hours of the day. A hearing was granted on January 17, at which the petitioners and remonstrants were fully heard.

It appears that the existing train system for this branch consists of combined local and express service to and from Boston and Dedham, that portion between Boston and Forest Hills where the West Roxbury Branch joins the main line being an express service and the remaining portion upon the branch a local service. There are no through accommodation trains from Dedham to Boston between 5.48 A.M. and 8.18 P.M., and none whatever from Boston to Dedham until 7.40 P.M. At other times passengers desiring to travel between the stations on the branch and the local stations on the main line are obliged to leave the cars at Forest Hills, wait six minutes at that point and then take another train to their destination.

These petitioners appear to represent a considerable number of persons who have occasion to make daily trips in both directions between Roslindale and the other stations on the branch and Roxbury on the main line, and they strongly object to the delay and inconvenience caused by the operation of the existing system above described. The morning accommodation train, leaving Dedham at 5.48 A.M., is



unnecessarily early for the convenience of these petitioners. Their alternative is to take a later train and be subjected to the change and delay above referred to. In the afternoon the through accommodation train from Boston to Dedham, at 7.40 P.M., is quite too late to be of use to men who finish their work at or about six o'clock and wish to return home. It would seem equitable that this class of passengers should have fair consideration in the adjustment of the train service and that reasonable accommodation should be accorded them.

In the opinion of the Board, the present arrangement does not afford such reasonable accommodation, and we accordingly recommend that the morning train leaving Dedham at 6.13 o'clock be run as an accommodation train to Boston; and also that in the afternoon a like accommodation train be furnished from Boston to Dedham, leaving Boston between 6 and 6.30 P.M., both trains stopping at all stations on the main line.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

Boston, January 31, 1899.

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PETITION OF CITIZENS OF FAIRHAVEN, MATTAPOISETT AND MARION  
FOR A MORE CONVENIENT TRAIN SERVICE.

In the matter of the petitions of citizens of the three towns of Fairhaven, Mattapoisett and Marion, all situated upon the Fairhaven Branch of the New York, New Haven & Hartford Railroad, in which they ask that the railroad company be requested to furnish them with a train from those points to Boston starting earlier than the present one, which leaves Fairhaven at 8.58 A.M. and arrives in Boston at 10.52 A.M., a hearing was appointed for February 9 and continued to the 14th of February, and again continued to the 23d of February, at which time all parties so desiring were fully heard. The railroad company and the petitioners from Mattapoisett and Marion were represented, but no one was present to represent the petitioners from Fairhaven. It appeared, however, that citizens of this latter town have other opportunities of reaching Boston by early trains *via* New Bedford.

The petitioners set forth that during the summer months and until within a few weeks of the date of the petition, December 10, 1898, two early morning trains had been run, leaving Fairhaven at 6.58 and 7.58 and arriving in Boston at 8.50 and 9.50 respectively. It appears that the earlier of these two trains was discontinued at the end of November last. In June last, in response to the petitions of a considerable number of residents of Provincetown and other towns

on the Cape, the starting time of the first morning train from Provincetown was changed from 5.40 to 6.35 A.M., and, as the result of this change, in order to make the necessary connection at Tremont, the starting time of the train on the Fairhaven Branch that up to that time had left Fairhaven at 7.58 A.M. was likewise changed to 8.58 A.M., arriving in Boston at 10.50 A.M., too late, as the petitioners claim, to enable them to transact their business advantageously and return home the same day.

It is also claimed that under the existing arrangement the citizens of Marion and Mattapoisett, both of which towns are in Plymouth County, are unable to reach Plymouth for the transaction of court and county business until 2.55 o'clock, when the greater part of the day has been spent, and hence that those who have early engagements at Plymouth are obliged to pass the previous night at that place.

The petitioners therefore ask that the train which formerly left Fairhaven at 6.58 A.M., and which was discontinued in November, be substituted for the existing train leaving at 8.58 A.M., which, by connecting at Tremont with an early train from Hyannis, would not only enable them to reach Boston two hours earlier than now, but would also make it possible for them to reach Plymouth at 8.35 A.M., in season for the opening of the sessions of the court at that place.

While this change would evidently be for the advantage of the petitioners, it is not clear to the Board that it would accommodate the majority of persons travelling upon the Fairhaven Branch, particularly those desiring to go eastward from Tremont, who, under the proposed arrangement, would be compelled to wait fully two hours at that point for the train from Boston.

The mid-winter train schedule upon a branch line where travel is light and trains necessarily few, and which must make connection at junction points with main line trains going in different directions, should be arranged to meet the needs of the greatest number. Close connections at such junction points are very desirable for all concerned; and, while the Board recognizes the inconvenience to which the petitioners are subjected by the present arrangement, they do not feel that they can consistently recommend the desired change at this time.

The Board were assured by the representatives of the railroad company at the hearing that the desired early service would be resumed about the first of April. It is to be hoped that another year the railroad company can make such arrangements during the winter as will meet the wishes of the petitioners.

Per order,

WM. A. CRAFTS,

*Clerk.*

TRANSPORTATION OF MILK.

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PETITION OF THE ACTON CREAMERY COMPANY FOR REASONABLE AND  
EQUAL TERMS AND FACILITIES FOR THE TRANSPORTATION OF  
MILK ON THE FITCHBURG RAILROAD.

The petition was filed February 18, 1899. After due notice to the Fitchburg Railroad Company, public hearings were given March 10, 24 and 31, and April 5, 1899. Charles B. Stone and John E. Avery, Esqs., for the petitioner, George A. Torrey, Esq., for the railroad company, and Edwin B. Hale, Esq., for the Boston Dairy Company.

The Acton Creamery Company is composed of sixty-eight milk producers who live on the line of the Fitchburg Railroad in the towns of Acton, Boxborough, Harvard, Littleton, Maynard and Stow, and who have associated themselves together with a view to handling and disposing of their milk to the best advantage by forwarding and marketing the same in the city of Boston by their own agents and on their own account. For utilizing their surplus milk they have built a creamery in that part of Acton known as West Acton. They have provided themselves with an ice-house and stored it with ice for preserving the milk while in transit to Boston or in process of treatment at the creamery. Each member of the company has paid in the sum of \$100 for a working capital. It is the intention to form a corporation under the laws of this State, and some steps have been taken in that direction. The members represent, it is said, a combined farming property or plant of over \$300,000 in value, with a large capacity for the production of milk. It is intended also to buy and handle the milk of other producers. The company has been in operation about six months. Although its business is only partially developed, the evidence tends to show that it is now handling between 600 and 700 cans of milk per day, about 375 of which are shipped to Boston; and it is expected that the quantity will increase as the season advances and as better facilities are obtained for forwarding and marketing the milk.

The entire transportation of milk on the Fitchburg Railroad has been conducted for some years past under a contract with the Boston Dairy Company, a corporation organized under the laws of the State of Maine. The contract is a verbal one, for no definite period of

time, and does not in any way tie the hands of the railroad company so that it cannot make such other or further arrangements for the transportation of milk as it may deem proper. Under the existing arrangement, the railroad company furnishes to the dairy company a number of cars specially fitted up for the carriage of milk. The dairy company claims a right to the use of eleven such cars, though only eight are run at the present time. The railroad company provides and hauls the milk cars at a gross rental of \$3,820 per month, or \$45,840 a year. Calling the number of cars eight, and making no allowance for the difference in length of haul, the average rental per car is \$5,730 a year, or \$15.70 per day. All other expenses incident to the handling, care and delivery of its milk, and the return of the empty cans, are borne by the dairy company.

The dairy company is also required by the contract to carry in its cars any other milk offered for transportation, and to handle and deliver it in the same manner as it does its own. For such milk the railroad company sells tickets at the rate of four cents per can; but all the receipts from the sale of such tickets are turned over or credited to the dairy company in the monthly settlements of car rental. This is a convenient arrangement for shippers of milk in small quantities or by the can, who do not wish to sell their milk to a contractor or to make independent arrangements for its transportation.

The petitioners, however, are not shippers of milk in small quantities, but are wholesale dealers in milk; and they desire to ship their milk at car-load rates, and not at a rate by the can. They have accordingly applied to the railroad company to be furnished with a milk car for their special use. In other words, they desire substantially the same facilities for the transportation of their milk as are afforded to the Boston Dairy Company for the transportation of its milk. They are now obliged to ship their milk in one of the cars of the dairy company, and to pay for the same at the rate of four cents per can. They complain of this on several grounds. In the first place, they allege that they pay a higher rate for transportation than the dairy company. If they ship 375 cans per day, the charge at four cents per can is \$15. The average daily cost of a car to the dairy company, including the car rental as above reckoned and an allowance for the pay of two men in charge of the car, is less than \$20 per day. The shelf capacity of a car is about 920 cans. The petitioners therefore pay \$15 per day for 375 cans, while the dairy company can carry in the same car 525 or more cans at a daily cost of less than \$5. They must also pay the dairy company for icing their milk in summer, instead of using their own ice for that purpose.

Again, the petitioners complain that they are subjected to undue disadvantage in the manner of conducting their business. They



are not allowed to send their own agents on the car with their milk to see that it is duly handled and cared for, properly iced in summer, and promptly parcelled out and delivered to their customers. All this they must do through the agents of the dairy company, thereby at the same time disclosing to their competitor the amount of their shipments, the names of their customers, the quantity sold to each, and various other details of their business which they might properly choose to keep within their own knowledge. For obvious reasons they desire to conduct their business in their own way and to deal with their customers through their own agents. The disadvantage of the present arrangement is similar to that of a merchant who should be compelled to sell his goods over the counters and through the salesmen of a rival house.

No question is made that it is the duty of a railroad corporation to give to all persons or companies reasonable and equal terms, facilities and accommodations for the transportation of themselves, their agents or servants, and their merchandise. Before the Boston Dairy Company had bought out or otherwise succeeded to the business of its former competitors, and had thus acquired a practical monopoly of the milk business on the Fitchburg road, it was the practice of the railroad company to furnish one or more milk cars to each of the several contractors who desired to do a milk business on its lines. The railroad company is in no wise prejudiced by so doing, since it is directly concerned only with the due payment of the stipulated rental for the car, and not with the quantity of milk carried in the car.

We have seen no good reason why the Fitchburg Railroad Company should not in like manner furnish a milk car to the Acton Creamery Company, on terms and with facilities and accommodations similar to and not less favorable than those afforded to the Boston Dairy Company; and we recommend that this be done.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

APRIL 12, 1899.



## [B.]

## ORDERS RELATING TO RAILROADS.

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RAILROAD CONSOLIDATIONS.

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APPROVAL OF TERMS OF CONSOLIDATION OF THE EASTERN RAILROAD  
IN NEW HAMPSHIRE WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Eastern Railroad in New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Eastern Railroad in New Hampshire is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891; that the proposed terms do not involve any increase, but will result in a material decrease, of the aggregate amount of the capital stock and debt of the two contracting corporations; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation; and that the said terms are reasonable and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid: —

1. The said Eastern Railroad in New Hampshire, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now out-

standing or hereafter at any time arising, of said Eastern Railroad in New Hampshire ; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad shall issue and deliver to said Eastern Railroad in New Hampshire, or to the stockholders thereof, shares of its own common stock in exchange for the outstanding shares of the capital stock of said last-named corporation in the ratio of six and one-half shares of Boston & Maine common stock for ten shares of Eastern stock ; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued : *provided, however*, that upon request of any holder of not more than one and one-half shares of Eastern stock, said Boston & Maine Railroad shall buy and pay for the same in cash at the rate of \$110 per share.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law.

Attest :

WM. A. CRAFTS,  
*Clerk.*

MARCH 1, 1899.

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#### APPROVAL OF TERMS OF CONSOLIDATION OF THE PORTLAND, SACO & PORTSMOUTH WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portland, Saco & Portsmouth Railroad Company, a corporation established under the laws of the State of Maine, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portland, Saco & Portsmouth Railroad Company is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891 ; that the proposed terms do not involve any increase in the aggregate amount of the capital stock and debt of the two contracting corporations ; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation ;

and that the said terms are reasonable and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid : —

1. The said Portland, Saco & Portsmouth Railroad Company, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portland, Saco & Portsmouth Railroad Company ; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portland, Saco & Portsmouth Railroad Company, or to the stockholders thereof, shares of its own common stock in exchange share for share for the outstanding shares of the capital stock of said last-named corporation ; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law : *provided*, that no vote shall be cast at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest : WM. A. CRAFTS,

*Clerk.*

JULY 10, 1899.

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APPROVAL OF TERMS OF CONSOLIDATION OF THE PORTSMOUTH &  
DOVER WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portsmouth & Dover Railroad,

a corporation established under the laws of the State of New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portsmouth & Dover Railroad is, and was in the year 1891, operated by the said Boston & Maine Railroad under lease, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891; that the proposed terms do not involve any increase, but will result in a material decrease, of the aggregate amount of the capital stock and debt of the two contracting corporations; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation; and that the said terms are reasonable and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid: —

1. The said Portsmouth & Dover Railroad, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portsmouth & Dover Railroad; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portsmouth & Dover Railroad, or to the stockholders thereof, shares of its own common stock in exchange for the outstanding shares of the capital stock of said last-named corporation, in the ratio of ten shares of Boston & Maine common stock for thirteen shares of Portsmouth & Dover stock; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law: *provided*, that no vote shall be cast



at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest :

WM. A. CRAFTS,

*Clerk.*

JULY 10, 1899.

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APPROVAL OF TERMS OF CONSOLIDATION OF THE PORTLAND &  
ROCHESTER WITH THE BOSTON & MAINE RAILROAD.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 506 of the Acts of 1894, of the terms of a proposed purchase and sale by and to said corporation of the franchises and property of the Portland & Rochester Railroad, a corporation established under the laws of the states of Maine and New Hampshire, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that said Portland & Rochester Railroad is, and was in the year 1891, operated by the said Boston & Maine Railroad through ownership of stock, and that such purchase and sale are authorized by chapter 308 of the Acts of 1891 ; that the proposed terms do not involve any increase of the aggregate amount of the capital stock and debt of the two contracting corporations ; that the consideration proposed to be paid in stock of the purchasing corporation does not exceed the actual cost and fair value of the road and property of the selling corporation ; and that the said terms are reasonable and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the purchase and sale proposed and authorized as aforesaid : —

1. The said Portland & Rochester Railroad Company, by a duly authorized and executed deed, shall assign and convey its railroad, franchises, rights, easements, and all of its property of every nature, both real and personal, to the said Boston & Maine Railroad, to have and to hold the same unto said last-named corporation, its successors and assigns, forever.

2. In consideration of such conveyance, said Boston & Maine Railroad shall assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, now outstanding or hereafter at any time arising, of said Portland & Rochester Railroad ; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. In further consideration of such conveyance, said Boston & Maine Railroad, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to said Portland & Rochester Railroad, or to the stockholders thereof, shares of its own common



stock in exchange share for share for the outstanding shares of the capital stock of said last-named corporation; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

4. The purchase and sale proposed as aforesaid shall not be made, nor shall it be valid or binding, until the terms thereof, as herein specified and approved, have been first agreed to by the boards of directors and approved at meetings called for the purpose by the stockholders of said purchasing and selling corporations respectively, in the manner required by law: *provided*, that no vote shall be cast at such meeting of the selling corporation on shares owned by said Boston & Maine Railroad.

Attest:

WM. A. CRAFTS,

*Clerk.*

JULY 10, 1899.

## ISSUES OF STOCK AND BONDS.

*Boston & Lowell Railroad Corporation — Issue of Bonds.*

In the matter of the petition of the Boston & Lowell Railroad Corporation for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said corporation to the amount of \$620,000, for the purpose hereinafter set forth, —

It appearing, after public hearing and such further investigation as was deemed requisite, that said corporation has heretofore issued five per cent bonds to the amount of \$620,000, which bonds mature July 1, 1899; and that, for the purpose of paying and refunding said bonds, an issue of three and one-half per cent bonds to the same amount, payable twenty years from said first day of July, 1899, has been authorized by the vote of the stockholders of said corporation at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; and

It being deemed by the Board that an issue of bonds to the amount of \$620,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Boston & Lowell Railroad Corporation, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$620,000 par value, to be dated July 1, 1899, and payable twenty years from said date, with interest at a rate not to exceed three and one-half per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying, retiring and refunding the aforesaid five per cent bonds of the Boston & Lowell Railroad Corporation, to the amount of \$620,000, falling due on said first day of July, 1899; and any excess of the bonds hereby authorized, or of the proceeds thereof, not required and used for that purpose, to be applied to paying for permanent additions to and improvements upon the road and property of said corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887.

Attest:

WM. A. CRAFTS,  
*Clerk.*

*Boston & Maine Railroad — Increase of Capital Stock.*

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$480,-187.50, in addition to the amount of \$21,888,100 now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Eastern Railroad in New Hampshire, —

It appearing, after public notice and hearing, that such purchase and an increase of capital stock for that purpose have been authorized by chapter 308 of the Acts of 1891; that the terms of a proposed purchase and sale of the franchises and property of the said Eastern Railroad in New Hampshire by and to the said Boston & Maine Railroad have been approved by the Board by an order heretofore issued under date of March 1, 1899; that the said terms have been complied with by said corporations, and that such purchase and sale are to date and take effect as of June 1, 1899; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of \$480,187.50 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 4,801.875 additional shares of its common capital stock, amounting at the par value thereof to \$480,187.50; the said shares to be applied to the following purpose, and to no other, namely: — Said shares shall be delivered to the said Eastern Railroad in New Hampshire, or to the stockholders thereof, in exchange for the 7,387.5 outstanding shares of said last-named corporation, amounting to \$738,750, in the ratio of six and one-half shares of Boston & Maine common stock for ten shares of Eastern stock; the certificates of the latter shares upon such exchange to be surrendered and cancelled, and the said shares and certificates thereof not to be reissued.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

MAY 29, 1899.

*Boston Terminal Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Boston Terminal Company for the approval by the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of \$2,000,000, in addition to the amount of \$13,000,000 heretofore approved by the

Board, for the purpose of carrying out the provisions of said act, entitled, "An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston," —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to such an amount as may be necessary and as may be approved by the Board, has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an additional issue of bonds to the amount of \$1,500,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an additional issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$1,500,000 par value, to bear date February 1, 1897, and to be payable fifty years from said date, with interest at the rate of three and one-half per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of the act aforesaid, and for the erection of a passenger station thereon, and for defraying the cost of such station and its appurtenances, in compliance with the provisions of said act.

Attest:

WM. A. CRAFTS,

*Clerk.*

JULY 13, 1899.

*Boston & Maine Railroad — Increase of Capital Stock.*

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of \$592,000, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portland & Rochester Railroad, a corporation established under the laws of the states of Maine and New Hampshire, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portland & Rochester

Railroad by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of \$592,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common stock not to exceed in number 5,920, amounting at the par value thereof to \$592,000, the said shares to be applied only to the following purpose, namely: To the exchange, share for share, for the outstanding shares of the said Portland & Rochester Railroad, in number 5,920, the certificates of the said Portland & Rochester Railroad, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 1, 1899.

*Boston & Maine — Increase of Capital Stock.*

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of \$591,537.80, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portsmouth & Dover Railroad, a corporation established under the laws of the State of New Hampshire, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portsmouth & Dover Railroad by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose



aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of \$591,537.80 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common stock not to exceed in number  $5,915\frac{378}{1000}$ , amounting at the par value thereof to \$591,537.80, the said shares to be applied only to the following purpose, namely: To the exchange for the outstanding shares of the said Portsmouth & Dover Railroad, in number 7,690, in the ratio of ten shares of Boston & Maine common stock for thirteen shares of Portsmouth & Dover stock; the certificates of the said Portsmouth & Dover Railroad, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 1, 1899.

*Boston & Maine Railroad — Increase of Capital Stock.*

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by the said corporation to the amount of \$1,500,000, in addition to the amount now authorized and outstanding, for the purpose of acquiring by purchase the franchises and property of the Portland, Saco & Portsmouth Railroad Company, a corporation established under the laws of the state of Maine, —

It appearing, after due notice and hearing, that such purchase and increase of capital stock are authorized under the provisions of chapter 308, Acts of 1891; that the terms of the proposed purchase and sale of the franchises and property of the said Portland, Saco, & Portsmouth Railroad Company by and to the said Boston & Maine Railroad have been duly approved by this Board under an order issued under date of July 10, 1899; that the said terms have been agreed to by the boards of directors and approved by the stockholders of both corporations, and that such purchase and sale are to take effect January 1, 1900; that an issue of capital stock is necessary for carrying out the purpose aforesaid, and that such issue is lawful and consistent with the public interests; and

It being deemed by the Board that an issue of capital stock to the amount of \$1,500,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the said Boston & Maine Railroad by the issue, subject to the provisions of all laws applicable thereto, upon the carrying out of said terms of purchase and sale, of additional shares of its common capital stock not to exceed in number 15,000, the said shares to be applied only to the following purpose, namely: To the exchange, share for share, for the outstanding shares of the said Portland, Saco & Portsmouth Railroad Company, in number 15,000, the certificates of the said Portland, Saco & Portsmouth Railroad Company, upon such exchange, to be surrendered and cancelled and not again reissued.

Attest:

WM. A. CRAFTS,  
*Clerk.*

DECEMBER 1, 1899.

*Norwich & Worcester Railroad Company — Issue of Bonds.*

In the matter of the petition of the Norwich & Worcester Railroad Company for the approval by the Board of an issue of bonds to the amount of \$245,000, for the purpose of funding its floating indebtedness, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of bonds to the amount above named has been duly authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the amount of bonds issued will not exceed the capital stock of said company; that the amount of bonds of said company taken together with the bonds which it is proposed to issue will not exceed its capital stock actually paid in cash; and that such issue is consistent with the public interest; and

It being deemed that an issue of bonds to the amount of \$245,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the Norwich & Worcester Railroad Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$245,000 in par value, payable not later than March 1, 1927, with interest at a rate not to exceed four per cent per annum, the proceeds of said bonds to be applied only to the payment and funding of the floating debt of said company incurred and to be incurred in the extension of its railroad from the city of Norwich, in the state of Connecticut, to the town of Groton in said state, in the elimination of grade crossings in

the town of Auburn, in this Commonwealth, or in the purchase of land for station purposes in Jewett City, in the state of Connecticut.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

*Norwich & Worcester Railroad Company — Increase of Capital Stock.*

In the matter of the petition of the Norwich & Worcester Railroad Company for authority to increase the amount of the preferred stock of said corporation by the issue of 2,308 shares of preferred stock in addition to the amount now authorized and outstanding, for the purpose of funding its floating debt, —

It appearing, after public notice and hearing, that such increase has been duly authorized by vote of the stockholders of said corporation; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary for the carrying out of the same in good faith; and

It being deemed by the Board that an issue of 2,308 shares of preferred stock is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Norwich & Worcester Railroad Company by the issue, subject to all provisions of law applicable thereto, of additional shares, not exceeding 2,308 in number, amounting at the par value thereof to \$230,800, the proceeds of the said stock to be applied only to the payment and funding of the indebtedness incurred in the extension of the railroad of said corporation from the city of Norwich in the state of Connecticut to the town of Groton in said state, in the elimination of a grade crossing in the town of Auburn in this Commonwealth or in the purchase of land for station purposes in Jewett City in the state of Connecticut.

And for the purpose of determining the market value of the said new shares of preferred stock at the time of increase at which the said shares shall be offered proportionately to stockholders, — it is

*Ordered and determined*, That the market value, for the purpose aforesaid, shall be, and is hereby, fixed at two hundred fifteen dollars per share.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

## RAILROAD CROSSINGS.

## ABOLITION OF GRADE CROSSINGS WITH PUBLIC WAYS.

*Change of Grade of Old Colony Railroad in Middleborough.*

In the matter of the abolition of the grade crossing of a public way in the town of Middleborough known as Main Street with the Old Colony Railroad, now leased to the New York, New Haven & Hartford Railroad Company, as determined by the special commission appointed by the Superior Court, on the petition of the selectmen of said town, —

It appearing that said special commission has determined that a change of grade of the said railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and it also appearing that the several parties in interest have consented to the same and do not desire to be heard, — it is

*Ordered*, That the Board hereby consents to a change of the grade of said Old Colony Railroad in the town of Middleborough by raising the same two and seven-tenths feet at the intersection of Main Street, as set forth in the report of said special commission and shown on a plan accompanying the same.

Attest :

WM. A. CRAFTS,

*Clerk.*

JUNE 15, 1899.

*Change of Grade of Old Colony Railroad in Easton.*

In the matter of the abolition of the grade crossing of a public way known as Turnpike Street at Eastondale, in the town of Easton, with the Old Colony Railroad, now leased to the New York, New Haven & Hartford Railroad Company, as determined by the special commission appointed by the Superior Court, on the petition of the directors of the said Old Colony and New York, New Haven & Hartford Railroad companies, —

It appearing that said special commission has determined that a change of grade of said Old Colony Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change

of grade under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having declared that they do not desire to be heard in the premises, — it is

*Ordered*, That the Board, under the provisions of chapter 312 of the Acts of 1892, consents to a change of grade of said Old Colony Railroad in the town of Easton, in the manner and to the extent set forth in the report of said special commission and plan accompanying the same.

Attest:

WM. A. CRAFTS,  
*Clerk.*

SEPTEMBER 7, 1899.

*Change of Grade of Boston & Albany Railroad in Framingham and Ashland.*

In the matter of the petition of the Boston & Albany Railroad Company for the approval by the Board, under chapter 430 of the Acts of 1887, of a change of its location in the towns of Framingham and Ashland, after public notice and hearing, — it is

*Ordered*, That the Board hereby approves of a change in the location of the Boston & Albany Railroad in the towns of Framingham and Ashland, near the twenty-third milestone in its present location, for the purpose of improving the alignment of its road, as shown on a plan filed with said petition and signed by Walter Shepard, chief engineer of said company.

Attest:

WM. A. CRAFTS,  
*Clerk.*

SEPTEMBER 21, 1899.

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COST OF ABOLISHING GRADE CROSSINGS.

*Fitchburg Railroad with Public Ways in Fitchburg.*

In the matter of the abolition of the grade crossings of the Fitchburg Railroad and certain public ways in the city of Fitchburg, to wit, at Water Street, Putnam Street and Laurel Street, as determined by the special commission appointed by the Superior Court, an estimate of the total cost of the abolition of said grade crossings having been submitted to the Board and duly considered, —

The Board hereby certifies that in its judgment the expenditure on the part of the Commonwealth under this and certificates previously issued agreeably to section 11 of chapter 428 of the Acts of 1890 will not exceed the limit prescribed by said act, as amended by chapter 439 of the Acts of 1896. (Estimated cost, \$205,000.)

Attest:

WM. A. CRAFTS,  
*Clerk.*

JUNE 7, 1899.



Similar certificates have been granted as follows : —

June 15, 1899, New York, New Haven & Hartford Railroad, with public ways in Middleborough. Estimated cost, \$131,000.

June 27, 1899, Boston & Maine Railroad, with public ways in Arlington. Estimated cost, \$118,800.

July 7, 1899, Boston & Maine Railroad, with Underhill Street in Ipswich. Estimated cost, \$9,600.

July 10, 1899, New York, New Haven & Hartford Railroad, with Whitinsville Crossing in Uxbridge. Estimated cost, \$51,326.

July 15, 1899, New York, New Haven & Hartford Railroad, with Turnpike Street in Easton. Estimated cost, \$30,096.

July 19, 1899, New York, New Haven & Hartford Railroad, with Water and Union streets in Scituate. Estimated cost, \$19,000.

July 24, 1899, New York, New Haven & Hartford Railroad, with public ways in West Stockbridge. Estimated cost, \$3,000.

October 4, 1899, Boston & Albany Railroad, with public ways in Pittsfield. Estimated cost, \$36,000.

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#### ALTERATION OF CROSSINGS WITH HIGHWAYS.

##### *Boston & Albany Railroad with a Public Way, in Pittsfield.*

In the matter of the alteration or repair of the bridge over the Boston & Albany Railroad near the Junction, so called, in the city of Pittsfield, the Board hereby designates George W. Bishop, one of its members, for appointment as one of the special commission to determine the questions set forth in section 131 of said chapter 112 and chapter 295 of the Acts of 1887, as applied to the alteration above named.

Attest:

WM. A. CRAFTS,  
Clerk.

MARCH 27, 1899.

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#### GRADE CROSSINGS BY RAILROAD TRACKS FOR PRIVATE USE.

##### *On Petition of the Thompson & Norris Company, across Everett Street, in Boston.*

In the matter of the petition of the Thompson & Norris Company, of Boston, for the construction by said company of a railroad track, to be operated by steam power, for private use in the transportation of freight across Everett Street in the Brighton District of said city of Boston, at the same level with said street, —

It appearing, after public notice and hearing, that the board of aldermen of said city by its order dated August 17, 1899, has given

their consent thereto, and no one appearing to object or show cause against the same, — it is

*Ordered*, That the Board hereby consents to the construction by the petitioners of a single railroad track for private use as aforesaid, to be operated by steam power, across and at the level with said Everett Street, in the Brighton District of said city of Boston, between Braintree Street and the southerly line of the location of the Boston & Albany Railroad: *provided*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,

*Clerk.*

SEPTEMBER 22, 1899.

*On Petition of Greenwood Brothers & Company, across Partridge and Temple Streets, in Gardner.*

In the matter of the petition of Greenwood Brothers & Company, of Gardner, for the consent of the Board to the construction by them of a railroad track for private use in the transportation of freight across two public ways in said town of Gardner, at the same level with said ways, —

It appearing, after public notice and hearing, that the selectmen of said town have given their consent thereto, and that the county commissioners of Worcester County, by their decree dated September 20, 1899, have adjudged that public necessity requires such crossings at grade, and no one appearing to object or show cause against the same, — it is

*Ordered*, That the Board consent to the construction by the petitioners of a railroad track for private use as aforesaid, connecting with the Fitchburg Railroad, and running across Partridge Street, in the town of Gardner, at a point about 720 feet southwesterly from the westerly line of Temple Street, and also across Temple Street, in said town, at a point about 165 feet northerly from the westerly line of Partridge Street: *provided, however*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

SEPTEMBER 27, 1899.

*On Petition of Bowe Granite Company, across Becket and Blandford Turnpike, in Becket.*

In the matter of the petition of the Bowe Granite Company, a corporation organized under the laws of the State of New York, for the consent of the Board to the construction and operation of a railroad for private use in the transportation of granite across a public way in the town of Becket, known as the Becket and Blandford Turnpike, at a level therewith, —

It appearing, after public notice and hearing, that the selectmen of said town have given their consent thereto, and that the county commissioners of Berkshire County, by their decree dated October 3, 1899, have adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

*Ordered*, That the consent of the Board be and the same is hereby given to the construction by the petitioners of a railroad track for the use aforesaid, to be operated by steam power, across and at the level with said Becket and Blandford Turnpike, in the town of Becket: *provided*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing; and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 14, 1899.

*On Petition of Springfield Breweries Company, across North Chicopee Street, in Chicopee.*

In the matter of the petition of the Springfield Breweries Company for the consent of the Board to the construction by it of a railroad track to be operated by steam power for private use in the transportation of freight across North Chicopee Street, a highway in the city of Chicopee, at a level with said street, —

It appearing, after public notice and hearing, that the board of aldermen of the city of Chicopee have given their consent thereto and that the county commissioners of the county of Hampden have by their decree adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

*Ordered*, That the consent of the Board be and the same is hereby given to the construction by the Springfield Breweries Company of a railroad track for private use across North Chicopee Street, in the city of Chicopee, at a level therewith, and connecting with the rail-

road system operated by the Boston & Maine Railroad, as shown upon a plan filed with this petition: *provided, however*, and this consent is given upon the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and *further provided*, that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest: WM. A. CRAFTS,  
Clerk.

DECEMBER 11, 1899.

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#### FARM CROSSINGS AT GRADE.

*On Petition of Reuben Brooks, across the Boston & Maine Railroad, in Gloucester.*

In the matter of the petition of Reuben Brooks, under the provisions of chapter 171, Acts of 1892, for an order establishing a crossing to be made and maintained in the city of Gloucester across or under the roadbed of the Boston & Maine Railroad, —

It appearing, after notice and hearing of the parties interested, that no sufficient evidence has been presented to show that no compensation was paid by the said Boston & Maine Railroad for cutting off access to the lands now owned by the petitioner, — it is

*Ordered*, That the petition of said Reuben Brooks for a way as aforesaid across or under the roadbed of the Boston & Maine Railroad be and the same is hereby dismissed.

Attest: WM. A. CRAFTS,  
Clerk

DECEMBER 4, 1899.

## HEIGHT OF BRIDGES OVER RAILROADS.

*Bridge over Fitchburg Railroad, at Beacon Street, in Somerville.*

In the matter of the petition of the Fitchburg Railroad Company for the consent of the Board to the alteration and reconstruction of the highway bridge over the tracks of said company at Beacon Street in the city of Somerville, at a height less than eighteen feet above said tracks, —

It appearing, after notice and a public hearing of all parties interested, that the county commissioners of Middlesex County have decreed that it is necessary for the security and convenience of the public that alterations be made at said bridge, and no valid and sufficient objection being shown thereto, — it is

*Ordered*, That the Board consent to the reconstruction of the highway bridge over the Fitchburg Railroad at Beacon Street in the city of Somerville at a clear height of not less than fifteen feet and six inches above the tracks of said railroad.

Attest:

WM. A. CRAFTS,  
*Clerk.*

MARCH 7, 1899.

*Bridge over Fitchburg Railroad, at Massachusetts Avenue, in Cambridge.*

In the matter of the petition of the Fitchburg Railroad Company for the consent of the Board to the alteration and reconstruction of the highway bridge over the tracks of said company at Massachusetts Avenue in the city of Cambridge, at a height less than eighteen feet above said tracks, —

It appearing, after notice and a public hearing of all parties interested, that the county commissioners of Middlesex County have decreed that it is necessary for the public security and convenience that alterations be made at said bridge, and no valid and sufficient objection being shown thereto, — it is

*Ordered*, That the Board consent to the reconstruction of the highway bridge over the Fitchburg Railroad at Massachusetts Avenue in the city of Cambridge at a clear height of not less than fifteen feet and six inches above the tracks of said railroad.

Attest:

WM. A. CRAFTS,  
*Clerk.*

MARCH 7, 1899.



*Bridge over Boston & Maine Railroad, at Washington Street, in  
Malden.*

In the matter of the petition of the Boston & Maine Railroad for the consent of the Board, under section 120 of chapter 112 of the Public Statutes, to the rebuilding of the Washington Street bridge, so called, over the Western division of the railroad of said corporation, in the city of Malden, at a height of less than eighteen feet above the tracks of said railroad, —

It appearing that all parties in interest have had notice of said petition and have waived hearing thereon, and no sufficient objection appearing thereto, it is

*Ordered*, That the Board consent to the construction of the said bridge at a height of not less than seventeen feet in the clear where the same crosses above the tracks of said railroad at the place aforesaid, as shown by plan on file with the petition, — the minimum height of the present bridge above said tracks being sixteen and one-half feet.

Attest: WM. A. CRAFTS,  
Clerk.

MAY 3, 1899.

*Bridge over Boston & Maine Railroad, at Underhill Street, in  
Ipswich.*

On the joint petition of the Boston & Maine Railroad and the Selectmen of the town of Ipswich, —

It appearing that the special commission appointed by the Superior Court on the alteration of a grade crossing of the Boston & Maine Railroad at Underhill Street in said town have determined that the said street shall pass over the Boston & Maine Railroad by a bridge, and, it also appearing that the bridges in the vicinity are not exceeding sixteen feet above the tracks, — it is

*Ordered*, That the Board hereby consents to the construction of a bridge over the Boston & Maine Railroad at Underhill Street in the town of Ipswich, at a height less than eighteen feet, but not less than sixteen (16) feet in the clear above the tracks of said railroad.

Attest: WM. A. CRAFTS,  
Clerk.

JUNE 13, 1899.

*Bridge over Boston, Revere Beach & Lynn Railroad, at Crest Avenue, in Winthrop.*

In the matter of the petition of the Metropolitan Park Commission for the consent of the Board to the construction of a bridge over the Boston, Revere Beach & Lynn Railroad substantially on the lines of

Crest Avenue in the town of Winthrop at a height less than eighteen feet above the tracks of said railroad, —

It appearing that the Boston, Revere Beach & Lynn Railroad Company and the selectmen of Winthrop have severally accepted notice of said petition and have assented to the granting thereof, and that no freight trains are operated on said railroad, — it is

*Ordered*, That the consent of the Board be, and the same is, hereby given for the construction by the Metropolitan Park Commission of a bridge over the Boston, Revere Beach & Lynn Railroad substantially on the lines of Crest Avenue in the town of Winthrop, at a clear height above the tracks of said railroad of not less than fourteen and one-half feet.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 10, 1899.

## HEATING OF PASSENGER CARS.

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*On the Boston & Albany Railroad.*

On the application of the Boston & Albany Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

*Ordered*, That the Boston & Albany Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive so far as concerns passenger cars on "mixed trains," in which freight cars are placed between the locomotive and said passenger cars, on the Webster and Athol branches of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,

*Clerk.*

OCTOBER 6, 1899.

*On the Boston & Maine Railroad.*

On the application of the Boston & Maine Railroad, — it is

*Ordered*, That the Boston & Maine Railroad is hereby exempted from heating a combination car in mixed trains 161 and 162 on the Acton Branch by steam from the locomotive: *provided*, that said car is heated by a *Baker heater*.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,

*Clerk.*

SEPTEMBER 21, 1899.

*On the Fitchburg Railroad.*

On the application of the Fitchburg Railroad Company, — it is

*Ordered*, That the Fitchburg Railroad Company is hereby exempted from heating a combination car in a freight train between South Ashburnham and Ashburnham on the Ashburnham Branch by steam from the locomotive: *provided*, that said car is heated by a *Baker heater*.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,

*Clerk.*

SEPTEMBER 21, 1899.

*On the Grafton & Upton Railroad.*

On the application of the Grafton & Upton Railroad Company for exemption from heating its passenger cars by steam from the locomotive, — it is

*Ordered*, That the Grafton & Upton Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 relating to the heating of passenger cars by steam from the locomotive: *provided, however*, that said cars shall be heated by the method known as the Baker or Johnson heaters.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. A. CRAFTS,

*Clerk*

SEPTEMBER 26, 1899.

*On the Hoosac Tunnel & Wilmington Railroad.*

On the application of the Hoosac Tunnel & Wilmington Railroad Company, — it is

*Ordered*, That the Hoosac Tunnel & Wilmington Railroad Company is hereby exempted from the requirement of heating its passenger cars by steam from the locomotive as prescribed by chapter 249 of the Acts of 1891: *provided*, that said cars shall be heated by the system known as the Baker heater; and *provided, further*, that this exemption shall expire on October 1, 1901.

Attest: WM. A. CRAFTS,

*Clerk.*

SEPTEMBER 16, 1899.

*On the New York, New Haven & Hartford Railroad.*

On the application of the New York, New Haven & Hartford Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

*Ordered*, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive so far as concerns passenger cars on "mixed trains," in which freight cars are placed between the locomotive and said passenger cars, on the Berkshire and Northampton divisions of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1901.

Attest: WM. J. McCULLOUGH,

*Assistant Clerk.*

SEPTEMBER 28, 1899.

*On the New York, New Haven & Hartford Railroad.*

On the application of the New York, New Haven & Hartford Railroad Company for exemption from the requirements of law relating to heating its passenger cars on certain trains, —

It appearing that such exemption on mixed trains is necessary and reasonable, — it is

*Ordered*, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 in relation to heating passenger cars, so far as concerns the passenger cars in the following mixed trains : —

Train 6397, leaving Harwich at 10.45 A.M. Arriving at Chatham at 11.08 A.M.

Train 6396, leaving Chatham at 3.15 P.M. Arriving at Harwich at 3.42 P.M.

*Provided*, that said cars are heated by a Baker or Johnson heater.

Attest : WM. A. CRAFTS,  
*Clerk.*

NOVEMBER 7, 1899.

The Board declines to exempt from the requirements of law the "Composite" car No. 1098, now running between Islington Junction and Dedham.

WM. A. CRAFTS,  
*Clerk.*



## SUNDAY TRAINS AND STEAMBOATS.

*Regular Sunday Trains on the New York, New Haven & Hartford Railroad.*

On the application of the general superintendent of the New York, New Haven & Hartford Railroad, Eastern District, — it is

*Ordered*, That the Board authorize the running by the New York, New Haven & Hartford Railroad Company on the several divisions of the said Eastern District within the limits of this Commonwealth, on the Lord's day, during the year 1899, of the regular passenger trains scheduled on the official printed time tables of said Eastern District, Nos. 29 and 29A, which took effect at 12.01 A.M. on Sunday, January 1, 1899, and Sunday, March 19, 1899; which tables are on file in this office and are made a part of this order.

But upon the following express conditions, viz.: —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines, whether the tickets or fares be local or joint.

*Ordered*, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said railroad, are hereby revoked.

Attest: WM. A. CRAFTS,  
Clerk.

APRIL 13, 1899.

By similar orders, schedules of regular Sunday trains, deemed by the Board to be necessary for the public accommodation, have been authorized on the Boston & Albany Railroad, the Boston & Maine Railroad, the Boston, Revere Beach & Lynn Railroad and the Fitchburg Railroad.

*Special Sunday Train for Knights of Columbus.*

On the application of the general passenger agent of the Fitchburg Railroad Company, — it is

*Sunday Steamboats — Providence, Fall River & Newport Steamboat Company.*

In the matter of the petition of the Providence, Fall River & Newport Steamboat Company, under chapter 389 of the Acts of 1897, for authority to run steamboats on the Lord's day between the city of Fall River, in this State, and the city of Newport, Narragansett Pier and the island of Block Island, in the State of Rhode Island, —

It appearing to the Board, upon consideration of the facts submitted, that the public necessity, convenience, health and welfare may reasonably require, within the meaning and intent of the statute, the running of such steamboats under proper regulations and restrictions, — it is

*Ordered*, That the Board authorize, during the year 1899, the running by the said Providence, Fall River & Newport Steamboat Company, on the Lord's day, of one steamboat in the forenoon from Fall River to Newport, and thence continuing to Block Island, or connecting at Newport with another regular steamboat run by said company from Newport to Block Island; and also one steamboat in the afternoon from Block Island to Newport, and thence continuing to Fall River, or connecting at Newport with the first-mentioned steamboat on its return trip from Newport to Fall River; but upon these express conditions, viz. : —

1. Said boats shall not touch nor receive or discharge passengers at any intermediate point between Fall River and Block Island, excepting Newport and Narragansett Pier, either going or returning.

2. Said boats shall be run during such portion of the year only as regular week-day boats are run on the route aforesaid.

3. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on said route.

4. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

5. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boats; and no offensive conduct of any kind shall be permitted thereon.

6. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest:

WM. A. CRAFTS,

*Clerk.*

JUNE 12, 1899.

*Ordered*, That the Fitchburg Railroad Company is hereby authorized to run on Sunday, January 29, 1899, a special train from Concord to Gardner and return, and a like train from Greenfield to Gardner and return, for the sole accommodation of the Knights of Columbus, a charitable organization, to attend a lawful meeting of the order, and in no sense to be public excursion trains.

Attest: WM. A. CRAFTS,  
*Clerk.*

JANUARY 24, 1899.

*Special Sunday Train for Masonic Lodge of Greenfield.*

On the application of the general passenger agent of the Fitchburg Railroad Company, — it is

*Ordered*, That the Fitchburg Railroad Company and the lessee of the New London Northern Railroad are hereby authorized to run a special train from Greenfield to Leverett, and return, *via* Miller's Falls, on Sunday, April 2d, for the accommodation of the Masonic Lodge of Greenfield, to attend the burial of Lieutenant C. H. Field, who was killed at Santiago, Cuba: *provided*, that said train shall not be run as a public excursion train at reduced rates, but for the exclusive use of said Masonic Lodge and the friends of the members.

Attest: WM. A. CRAFTS,  
*Clerk.*

MARCH 28, 1899.

*Special Sunday Train for Boston Veteran Firemen's Association.*

On the application of the Veteran Firemen's Association of Boston, — it is

*Ordered*, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train on Sunday, June 11, 1899, from Boston to Forest Hills and return, for the exclusive accommodation of the Boston Veteran Firemen's Association, who desire as a body to visit and decorate the Firemen's burial lot in Forest Hills Cemetery; but said train is not to be run as a public excursion train.

Attest: WM. A. CRAFTS,  
*Clerk*

APRIL 29, 1899.

A number of other special Sunday trains have been authorized by the Board, in the course of last year, for what were deemed to be good and exceptional reasons.

## MISCELLANEOUS RAILROAD MATTERS.

APPROVAL OF GATES ON NEW YORK, NEW HAVEN & HARTFORD RAILROAD, AT DRAWBRIDGE OVER FORT POINT CHANNEL, IN THE CITY OF BOSTON.

On the application of the New York, New Haven & Hartford Railroad Company, — it is

*Ordered*, That the Board hereby approve the placing of a gate on each side of the drawbridge of the New York, New Haven & Hartford Railroad across Fort Point Channel, in the city of Boston, at a distance of about three hundred feet from said bridge, as shown on a plan filed with the application, until the proposed lift bridge carrying the tracks of said railroad across said channel is completed.

Attest: WM. A. CRAFTS,

*Clerk.*

MARCH 9, 1899.

## INSPECTION AND TEST OF LOCOMOTIVE BOILERS.

BOSTON, April 1, 1899.

*To the President or General Manager of the*

*Railroad Company.*

Your attention is called to the statute providing for the testing of locomotive boilers, chapter 73 of the Acts of 1882, and to the revised regulations of the Board, which go into effect April 1, 1899, and which are now published by the Board under that statute, and especially to clause 5 of these regulations which requires an annual report of such tests.

Blanks for record of tests to be returned to the Board can be obtained on application at this office.

By order of the Board,

WM. A. CRAFTS,

*Clerk.*

[ACTS OF 1882, CHAPTER 73.]

## AN ACT TO PROVIDE FOR THE TESTING OF LOCOMOTIVE BOILERS.

*Be it enacted, etc., as follows:*

SECTION 1. The board of railroad commissioners shall as soon as may be adopt, publish and communicate, to every corporation or person operat-



ing a railroad or any portion of a railroad in this Commonwealth, regulations for testing the boilers of locomotives.

SECTION 2. After three months from the publication of said regulations, any corporation or person using on a railroad in this Commonwealth a locomotive the boiler of which has not been tested as provided by said regulations, shall be liable to a penalty of twenty dollars for every day of such use, to be recovered for the use of the Commonwealth by fine imposed on complaint before any court or magistrate of competent jurisdiction.

SECTION 3. Said board may from time to time revise said regulations, and when such revision has been communicated to any corporation or person operating a railroad or portion of a railroad in this Commonwealth, it shall have the same effect as to such person or corporation as if originally adopted by said board.

SECTION 4. Nothing in this act shall be construed to authorize the appointment by the board of any person to test locomotive boilers. All the testing of such boilers under the regulations of said board shall when possible be done by the master mechanic of the corporation, firm or person constructing or repairing such boilers, or using them on a railroad in this Commonwealth. [*Approved March 16, 1882.*]

REGULATIONS FOR THE INSPECTION AND TEST OF LOCOMOTIVE BOILERS  
ADOPTED APRIL 1, 1899, BY THE BOARD OF RAILROAD COMMISSIONERS  
UNDER THE PROVISIONS OF CHAPTER 73 OF THE ACTS OF 1882.

1. All boilers for locomotives before going into service must be subjected to a hydraulic pressure of not less than 25 pounds per square inch in excess of the maximum amount to be carried when in service, and in no case less than 150 pounds per square inch.

2. The water must be heated to near the boiling point.

3. This test must be repeated at least once a year.

4. The superintendent of motive power, master mechanic, or other proper agent of the company will attend in person. He will remain outside while an assistant will examine the fire-box from the inside.

5. A record of all tests must be made, giving dates and anything worthy of mention, and a report of the same must be made to the Board on or before the first day of February annually, covering the preceding calendar year.

6. Special examinations of the stay-bolts of locomotives in service must be made not less frequently than once in three months.

7. When these examinations are made, all the water must be drawn from the boiler, so that the vibration of the sheet may indicate any unsoundness of the stay-bolt when it is struck with a hammer. When stay-bolts are drilled this test may be omitted.

8. All stay-bolts applied after this date, with the exception of crown sheet bolts and bolts behind the frames, must be drilled from the outside one and one-fourth of an inch deep and three-sixteenths of an inch in diameter.

9. No locomotive shall continue in service with a broken stay-bolt in the top row, or with two or more broken bolts contiguous in any part of the fire-box.

10. Steam gauges must be tested immediately before hydraulic pressure is applied, and must be tested at least once in three months thereafter.

11. These regulations supersede all regulations heretofore made by the Board.

The Board urgently recommends, in addition to these Regulations, that all stay-bolts now in use, except those mentioned in Rule 8, be drilled one and three-fourths of an inch deep and three-sixteenths of an inch in diameter.

By order of the Board,

WM. A. CRAFTS,

*Clerk.*

APPROVAL OF TRANSFER OF MORTGAGE BY THE CENTRAL VERMONT RAILROAD COMPANY, OF SUCH COMPANY'S INTEREST AS LESSEE IN THE NEW LONDON NORTHERN RAILROAD, TO THE AMERICAN LOAN & TRUST COMPANY OF BOSTON.

In the matter of the petition of the American Loan & Trust Company, of Boston, for the approval by the Board of the consent which, subject to such approval, was given by the General Court of Massachusetts, by chapter 456 of the Acts of 1898, to the transfer to the petitioner of the interest of the Central Vermont Railroad Company as lessee in the New London Northern Railroad, which transfer was made by a mortgage given by said Central Vermont Railroad Company to the petitioner as trustee, under date of October 26, 1892, — It appearing to the Board, after special notice to the said New London Northern Railroad Company and to the Receivers of the said Central Vermont Railroad Company, and after public notice by advertisement and a hearing on January 31, 1899, of all parties \* desiring to be heard, that the said New London Northern Railroad Company has withdrawn its opposition to and now favors such consent, and that such transfer is consistent with the public interests, — it is

*Ordered*, That the Board hereby approves the consent to the transfer aforesaid as given by said chapter 456 of the Acts of 1898, entitled "An Act relative to the transfer by mortgage by the Central Vermont Railroad Company of said company's interest as lessee in the New London Northern Railroad."

*Ordered, also*, That the approval of the Board take effect as of the date of the hearing on the petition, to wit, January 31, 1899.

Attest:

WM. A. CRAFTS,

*Clerk.*

APRIL 1, 1899.

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\* Elmer P. Howe, Esq., appeared for the petitioner, Moorfield Storey, Esq., for first mortgage bondholders, Walter C. Noyes, Esq., for the New London Northern Railroad Company, and Charles H. Tyler, Esq., for certain unsecured creditors of the Central Vermont Railroad Company in opposition to the petition.

EXTENSION OF BOSTON & PROVIDENCE RAILROAD TO GROUNDS OF  
BOSTON TERMINAL COMPANY — CERTIFICATE OF COMPLIANCE WITH  
LAW.

The Board of Railroad Commissioners, having made an examination of the extension of the Boston & Providence Railroad in the city of Boston, from a point at or near Dartmouth Street to the grounds of the Boston Terminal Company, hereby certifies that all laws relating to the construction of said extension and tracks have been complied with, and that the road appears to be in a safe condition for operation.

Attest: WM. A. CRAFTS,  
*Clerk.*

AUGUST 31, 1899.

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RELOCATION OF FREIGHT DEPOT OF BOSTON & MAINE RAILROAD  
IN THE CITY OF CHELSEA.

On the petition of the Boston & Maine Railroad for the approval by the Board, under section 157 of chapter 112, Public Statutes, of the relocation of the freight depot of said company in the city of Chelsea, after investigation by the Board, — it is

*Ordered*, That the Board hereby consents to the relocation of the freight depot of the Boston & Maine Railroad in the city of Chelsea, as approved by the board of aldermen of Chelsea, and as shown on plan on file in this office entitled "Plan of Proposed Yard in Chelsea, Mass., near Vila Street Station, November, 1898."

Attest: WM. J. MCCULLOUGH,  
*Assistant Clerk.*

SEPTEMBER 20, 1899.

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PROGRESS IN THE ABOLITION OF GRADE CROSSINGS.

The number of grade crossings of railroads and public ways, as returned by the several corporations, was 2,052, being eighteen less than in the preceding year. Fourteen grade crossings have been abolished, and there is a reduction of four crossings on the New London Northern, due probably to an error in the earlier report.

The number of crossings protected by gates is four less than in the last report, the number protected by flagmen is ten more, and the number with electric signals was four less. The number of crossings abolished during the year was 14, or half as many as in the preceding year; there were 16 in process of abolition, and 125 cases in which petitions for the appointment of commissions to decide the question of abolition were pending at the time of making the return.

The following table shows the statistics of crossings on each of the operating railroads, including all leased lines : —

*Grade Crossings of Railroads with Public Ways and Progress in the Abolition thereof.*

RAILROADS.*	Total Grade Cross- ings.	PROTECTED BY			Total Protected.	Unprotected.	Abolished during the last Year.	In Process of Abolition.	Petition Pending.
		Gates.	Flagmen.	Electric Signals					
Boston & Albany, . . . . .	233	51	21	1	73	160	2	3	26
Boston & Maine, . . . . .	608	236	172	21	429	179	1	9	14
Boston, Revere Beach & Lynn,† . . . . .	11	6	5	—	11	—	—	—	—
Cape Ann Granite, . . . . .	2	1	1	—	2	—	—	—	—
Fitchburg, . . . . .	227	69	40	8	117	110	1	—	6
Grafton & Upton, . . . . .	30	—	3	—	3	27	—	—	—
Hoosac Tunnel & Wilmington,† . . . . .	—	—	—	—	—	—	—	—	—
Nantucket Central,† . . . . .	4	—	4	—	4	—	—	—	—
New London Northern, . . . . .	53	—	6	—	6	47	—	—	—
New York, New Haven & Hartford, . . . . .	884	197	202	94	493	391	10	4	79
Totals, . . . . .	2,052	560	454	124	1,138	914	14	16	125

\* Including leased and operated lines.

† A narrow-gauge railroad.

[C.]

# TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

## TRAIN ACCIDENTS.

*Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1899.*

DESCRIPTION OF ACCIDENTS.	Number of Accidents.	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Collisions:</i>									
Head, . . . . .	1	-	-	-	1	-	-	-	1
Rear, . . . . .	14	4	97	-	19	-	-	4	116
Crossing, . . . . .	-	-	-	-	-	-	-	-	-
In yards, . . . . .	14	-	5	2	15	-	-	2	20
Total Collisions,* . . .	29†	4	102	2	35	-	-	6	137
<i>Derailments:</i>									
Passenger trains, . . .	2	-	11	3	1	-	-	3	12
Freight trains, . . . .	3	-	-	-	2	-	2	-	4
In yards, . . . . .	4	-	-	-	4	-	-	-	4
Total Derailments,‡ . .	9	-	11	3	7	-	2	3	20
Total Train Accidents, .	38	4	113	5	42	-	2	9	157

\* Not including collisions of parts of separated trains, causing no personal injury.

† Including one slight collision between a passenger train and a freight train.

‡ Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.



TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1899.

RAILROADS.	GENERAL SUMMARY OF ACCIDENTS.								TO PASSENGERS.				
	Total Number of In- juries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	FROM CAUSES BEYOND THEIR OWN CONTROL.		BY THEIR OWN FAULT OR WANT OF CARE.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany, . . . .	260	16	180	8	56	246	14	31	229	—	4	—	12
Boston & Maine, . . . .	346	38	192	40	76	337	9	80	266	—	10	4	24
Boston, Revere Beach & Lynn, . . . .	4	—	—	2	2	4	—	4	—	—	—	—	—
Fitchburg, . . . .	156	5	118	10	23	151	5	24	132	—	1	—	4
New London Northern, . . . .	7	—	5	—	2	7	—	2	5	—	—	—	—
New York, New Haven & Hartford, . . . .	298	146	95	16	41	291	7	70	228	5	132	1	8
All other companies, . . . .	1	—	—	—	1	1	—	1	—	—	—	—	—
Totals, . . . .	1,072	205	590	76	201	1,037	35	212	860	5	147	5	48

*Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1899 — Continued.*

RAILROADS.	TO EMPLOYEES.														Total Killed.	Total Injured.
	To Trainmen.	To Other Employees.	IN COUPLING AND UNCOUPLING CARS.		BY OVERHEAD BRIDGES.		BY TRAIN ACCIDENTS.*		BY FALLING FROM TRAINS AND ENGINES.		FROM OTHER CAUSES.†					
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
Boston & Albany, . . .	165	15	3	35	1	19	1	30	3	39	3	46	11	169		
Boston & Maine, . . .	157	35	4	99	-	5	-	20	6	24	8	26	18	174		
Boston, Revere Beach & Lynn, .	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Fitchburg, . . .	109	9	2	31	-	2	1	20	2	24	4	32	9	109		
New London Northern, . . .	4	1	-	2	-	-	-	-	-	-	-	3	-	5		
N. Y., New Haven & Hartford, .	70	25	1	15	-	1	5	14	5	15	14	25	25	70		
All other companies, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Totals, . . .	505	85	10	182	1	27	7	84	16	102	29	132	63	527		

\* Including engine and car accidents.

† Chiefly to men in freight yards, or to trackmen, while crossing or standing too near the tracks. Some of the casualties, though happening to employees, were not peculiar to the operation of railroads.

*Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1899 — Concluded.*

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TO TRESPASSERS.				
	WITH GATES OR FLAGS.		WITHOUT GATES OR FLAGS.		Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
	Killed.	Injured.	Killed.	Injured.							
Boston & Albany, . . . . .	—	2	1	3	—	2	29	27	19	37	1
Boston & Maine, . . . . .	10	11	3	5	6	5	57	19	39	37	—
Boston, Revere Beach & Lynn, . . . . .	1	—	—	—	1	—	2	—	2	—	—
Fitchburg, . . . . .	3	3	1	2	1	—	20	3	10	13	—
New London Northern, . . . . .	—	—	—	—	—	—	2	—	2	—	—
N. Y., New Haven & Hartford, . . . . .	3	2	2	4	2	3	36	5	32	9	2
All other companies, . . . . .	—	—	—	—	—	—	1	—	1	—	—
Totals, . . . . .	17	18	7	14	10	10	147	54	105	96	3

## SUMMARY OF RAILROAD ACCIDENTS REPORTED DURING THE LAST TEN YEARS.

YEARS.	GENERAL SUMMARY OF ACCIDENTS.										TO PASSENGERS.				TO EMPLOYEES.	
	Total Number of Injuries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	From Causes beyond their Own Control.	By their Own Fault or Want of Care.	Killed.	Injured.	To Trainmen.	To Other Employees.	
1890,	830	171	390	70	199	777	53	257	573	88	83	38	133	307	83	
1891,	826	134	408	84	200	784	42	269	557	74	60	39	95	336	72	
1892,	1,100	156	624	91	229	1,056	44	267	833	68	88	16	140	529	95	
1893,	1,451	182	924	99	246	1,417	34	353	1,098	76	106	25	157	832	92	
1894,	1,114	146	600	83	285	1,064	50	232	882	66	80	18	128	480	120	
1895,	981	48	600	81	252	951	30	248	733	5	43	5	43	483	117	
1896,	1,025	89	578	74	284	1,002	23	274	751	37	52	10	79	439	139	
1897,	919	63	537	75	244	892	27	248	671	24	39	1	62	415	122	
1898,	1,077	148	584	83	262	1,051	26	228	849	83	65	6	142	430	154	
1899,	1,072	205	590	76	201	1,037	35	212	860	152	53	10	195	505	85	
Totals,	10,395	1,342	5,835	816	2,402	10,031	364	2,588	7,807	673	669	168	1,174	4,756	1,079	
Averages,	1,040	134	584	82	240	1,003	36	259	781	67	67	17	117	476	108	

## Summary of Railroad Accidents reported during the Last Ten Years—Concluded.

YEARS.	TO EMPLOYEES—Concluded.						AT GRADE CROSSINGS.				AT STATIONS.		TO TRESPASSERS.			
	In Coupling and Cars.	By Overhead Bridges.	By Train Accidents.*	By Falling from Trains and Engines.	From Other Causes.	Total Killed.	Total Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
1890,	158	20	18	75	119	68	322	21	26	19	28	8	15	119	80	4
1891,	194	19	27	69	99	67	341	21	51	24	48	9	3	129	71	4
1892,	307	31	27	104	155	84	540	24	47	32	39	8	12	127	102	2
1893,	412	44	40	185	243	110	814	32	44	36	40	10	13	141	105	9
1894,	257	17	76	101	149	53	547	24	41	19	46	6	12	136	149	4
1895,	256	22	66	107	149	67	533	30	41	26	45	3	7	147	105	2
1896,	233	28	58	85	174	74	504	26	33	31	28	7	8	152	132	—
1897,	193	23	45	72	204	70	467	29	26	26	29	11	9	140	104	—
1898,	237	15	58	130	144	49	535	37	21	21	37	7	18	145	117	3
1899,	192	28	91	118	161	63	527	35	21	24	32	10	10	105	96	3
Totals,	2,439	247	506	1,046	1,597	705	5,130	279	351	258	372	79	107	1,341	1,061	31
Averages,	244	25	51	105	160	71	513	28	35	26	37	8	11	134	106	3

\* Including engine and car accidents.



[D.]

SPECIAL REPORTS ON STREET RAILWAY  
MATTERS.

## CONNECTING LOCATION.

PETITION FOR A GRANT BY THE BOARD OF A CONNECTING STREET  
RAILWAY LOCATION IN THE TOWN OF HALIFAX.

Public hearings, after due notice, March 27 and April 7, 1899. Robert O. Harris, Esq., for the petitioners. The board of selectmen of Halifax was represented by Cephias Washburn and Sylvanus Bourne, two of its members, and James H. Flint, Esq., appeared for a company in process of organization under the name of the Brockton & Plymouth Street Railway Company.

The petitioners in this case are a majority of the directors named in articles of association for the formation under chapter 113 of the Public Statutes of a corporation, to be named the Whitman & Plymouth Street Railway Company, for the purpose of constructing and operating a street railway. The termini of the proposed railway, as described in the articles, are located in the towns of Whitman and Plymouth, and its route is to extend through six intervening towns, one of which is the town of Halifax. The articles of association have been subscribed and published, and petitions for track locations have been filed in all of the towns named in the articles. In six of the towns, including the towns of Pembroke and Plympton which adjoin the town of Halifax on either side, locations have been granted and accepted. The selectmen of the town of Halifax have refused to grant a connecting location through that town; and this petition is brought, under section 14 of chapter 578 of the Acts of 1898, in order to obtain from this Board a grant of such location.

Section 14 provides in substance that any "street railway company," whose petition for an original location, which is necessary in order to connect two towns, has been refused in the connecting town, may at any time within thirty days after such refusal apply to this Board for such location; and if it appears, after notice and hearing,

that the company has already been granted and has duly accepted locations for a street railway in two towns adjoining the town in which the location has been refused, and that a location is necessary in order to connect such existing locations, the Board may, if it finds that public necessity and convenience so require, enter a decree granting such connecting location.

Two questions, which have been fully considered and argued at the hearings, arise: *First*, are the petitioners a "street railway company" and as such entitled to avail themselves of the provisions of section 14? *Second*, if they are so entitled, or, in other words, if the Board has jurisdiction of the case, do the public necessity and convenience require the granting of the location prayed for?

1. The meaning of the term "street railway company" is defined in the first section of the act in question as follows: "In the construction of this act, unless such meaning would be repugnant to the context, . . . 'street railway companies' and 'companies' shall mean all corporations, persons, partnerships or associations constructing, maintaining or operating street railways," with an exception not here material. The petitioners concede that they are not "constructing, maintaining or operating" a street railway. The association which they represent has not as yet reached the point where it can lawfully commence such construction. Before a company organized under the general law can begin to build a street railway, there must have been obtained from this Board a certificate that all the requirements of law preliminary to incorporation have been complied with, and the secretary of the Commonwealth must have issued a certificate of incorporation, and the corporation must have organized by the choice of permanent officers, and these officers must have filed with the secretary of the Commonwealth a sworn certificate that 50 per cent of the par value of each share of the capital stock has been actually paid in cash. (Public Statutes, chapter 113, section 19.) None of these things have as yet been done in the present case. No money has been paid in, not even the 10 per cent required before incorporation.

It may be argued that it was the probable intention of the framers of the act to include in the provisions of section 14 not only a "street railway company" which is lawfully constructing or operating a street railway, but also "a majority of the directors of a company in process of organization" who are expressly included in the provisions of the preceding section 13. It may be argued, on the contrary, that it was not designed in section 14 to give to this Board the power to override the action of the local authorities by granting a location which they had refused, except in favor of a company which had already proved its purpose in good faith to build and oper-

ate a street railway, by paying in at least one-half of its capital stock and by actually commencing the construction of its railway.

Whatever the framers of the statute may have had in mind, the intent of the Legislature can be learned only from the language and definitions of the act. The act explicitly defines what the words "street railway company" shall be taken in the construction of the act to mean. We cannot properly enlarge the scope of our powers under section 14 by constructively giving to those words a meaning which is broader than the express definition of the statute itself. For these reasons the Board declines to entertain the petition in this case.

2. As the petitioners were also heard at length upon the facts and merits of the case, it may be proper to add that, even if a different conclusion had been reached as to the proper construction of section 14, the public necessity and convenience would not, in the judgment of the Board, have required the granting of the particular location prayed for. We think the selectmen of Halifax were fairly justified in refusing this location. By a change in the westerly terminus and in a portion of the route of the proposed railway, the objections of the selectmen might have been avoided without apparent prejudice to the interests of the petitioners or of the general public.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

APRIL 24, 1899.

## GRADE CROSSINGS OF RAILROADS BY STREET RAILWAYS.

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### PETITION OF NORTON & TAUNTON STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON MAIN STREET IN NORTON.

In the matter of the petition of the Norton & Taunton Street Railway Company for authority to cross with its tracks the tracks of the Attleborough Branch of the Old Colony Railroad on Main Street in the town of Norton, at the same level therewith, —

It appearing, after public notice and hearing, that the New York, New Haven & Hartford Railroad Company, lessee of the Old Colony Railroad Company, proposes to apply to the Superior Court for the appointment of a commission to determine what alterations are necessary for the security and convenience of the public at said crossing of the highway and railroad, and the street railway company praying that it may be allowed to cross said railroad tracks with a temporary track during the construction of said alteration, — it is

*Ordered*, That the Board consent to the construction by the said railway company of a street railway track across said railroad track at the same level therewith, on said Main Street in the town of Norton; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely: —

1. Said railway company shall construct but one street railway track at grade across said railroad track on said Main Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead

construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with any flagman employed by the railroad company in the performance of his duty, and shall in all respects co-operate with such flagman in further protecting the crossing.

4. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

5. The consent hereby given is limited to the period from this date to the first of October, 1899; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid, shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

Attest: WM. A. CRAFTS,  
Clerk.

JANUARY 16, 1899.

PETITION OF TAUNTON & BROCKTON STREET RAILWAY COMPANY FOR  
EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW  
HAVEN & HARTFORD RAILROAD, ON TURNPIKE STREET IN  
EASTON.

In the matter of the petition of the Taunton & Brockton Street Railway Company for an extension of the time during which said company may maintain a grade crossing of the New York, New Haven & Hartford Railroad on Turnpike Street in the town of Easton, as authorized by the order of this Board dated July 15, 1897, —

It appearing that proceedings have been had for abolishing the grade crossing, and are now pending before a special commission appointed by the Superior Court, and that under the circumstances the public convenience may reasonably permit an extension of time for maintaining said crossing under the safeguards heretofore prescribed by the Board, — it is



*Ordered*, That the Board hereby consents to the further maintenance of the grade crossing of the tracks of the Taunton & Brockton Street Railway Company with the tracks of the New York, New Haven & Hartford Railroad, on Turnpike Street in the town of Easton, for the term of one year from the fifteenth day of July, 1898, but upon and subject to the conditions, limitations, restrictions and regulations in respect to said crossing and the use thereof, which were set forth in the order of the Board dated July 15, 1897.

Attest: WM. A. CRAFTS,  
*Clerk.*

FEBRUARY 1, 1899.

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PETITION OF NORTON & TAUNTON STREET RAILWAY COMPANY IN  
RELATION TO THE MANNER OF CROSSING AT GRADE THE NEW  
YORK, NEW HAVEN & HARTFORD RAILROAD, ON MAIN STREET  
IN NORTON.

In the matter of the petition of the Norton & Taunton Street Railway Company for the Board to prescribe the manner in which a grade crossing of the railway of said company, consented to by the Board by its order of January 16, 1899, shall be constructed across the track of the New York, New Haven & Hartford Railroad on Main Street in the town of Norton, — after notice and hearing the parties, — it is

*Ordered*, That the Board approve the construction of said grade crossing in conformity with a plan submitted by said street railway company, designed by Hodges & Harrington, civil engineers, and marked “1895, C. 192,” a copy of which is on file in this office and is to be referred to.

Attest: WM. A. CRAFTS,  
*Clerk.*

FEBRUARY 9, 1899.

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PETITION OF THE FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH  
STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF  
NEW YORK, NEW HAVEN & HARTFORD RAILROAD, ON WORCES-  
TER STREET IN FRAMINGHAM.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for authority to cross with its tracks the tracks of the New York, New Haven & Hartford Railroad on Worcester Street in the town of Framingham, at the same level therewith, —

It appearing, after public notice and hearings, at which the said railroad company appeared by its counsel and was fully heard, and and after a view of the premises, that the petitioner has been granted

by the selectmen of said town of Framingham a location of its railway across said railroad on the street aforesaid, and has accepted said location; and that, upon all the facts shown, and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad on said Worcester Street, — it is

*Ordered*, That the Board consent to the construction by the said railway company of a street railway track across said railroad track at the same level therewith, on said Worcester Street in the town of Framingham; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely: —

1. Said railway company shall construct but one street railway track at grade across said railroad track on said Worcester Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with any flagman employed by the railroad company in the performance of his duty, and shall in all respects cooperate with such flagman in further protecting the crossing.

4. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

5. The consent hereby given is limited to the period from this date to the first of March, 1902; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid, shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

Attest: WM. A. CRAFTS,

*Clerk.*

FEBRUARY 28, 1899.

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PETITION OF NORFOLK SOUTHERN STREET RAILWAY COMPANY FOR  
CONSENT TO A GRADE CROSSING OF NEW YORK, NEW HAVEN &  
HARTFORD RAILROAD ON NORTH STREET IN FOXBOROUGH.

Public hearings were given on this petition July 18, 1898, February 24 and March 13, 1899, and a view of the premises was taken March 3, 1899.

The president of the railway company appeared with counsel for the petitioner, and C. F. Choate, Jr., Esq., for the railroad company.

At the second hearing the petitioner modified its petition by asking for consent to a temporary grade crossing of the railroad for a period of eighteen months only, with the expectation that before the expiration of that time the grade crossing of the railroad and highway would be abolished, under the general law of 1890 for the abolition of grade crossings, on the petition of the authorities of the town.

In the opinion of the Board it would be dangerous for a street railway to pass over the tracks of the railroad at grade at this point. The street is crossed by the main double-track line of the Northern division of the New York, New Haven & Hartford Railroad. Thirty-two trains pass daily at this point. The crossing is close to the North Foxborough station, a small flag station where few or no trains make regular stops, and many trains pass this point at high rates of speed. Moreover, there is a descending grade in the highway as it approaches the railroad from both directions, particularly on the eastern side, where there is also a bad curve in the highway and some obstruction of the view towards the north when approaching the crossing.

Apart from the consideration that the grade crossing of the railroad and highway may be abolished, as before suggested, there seems to be a practicable way by which the street railway company can avoid a grade crossing of the railroad under the provisions of chapter 404 of the Acts of 1898, which authorizes street railway companies to acquire land for such purpose.

It appears to be the feeling of most of the parties interested, including the town officers, that this grade crossing involves such dangers that it should be abolished; and, as evidence of this, the selectmen voted at their meeting of March 11, 1899, to instruct the attorney of the town to take the necessary steps for petitioning the Superior Court for its abolition.

In view of the existing conditions, the Board has reached the conclusion that considerations of public safety and the interests of all concerned require it to withhold its consent to the grade crossing asked for.

By order of the Board,

WM. A. CRAFTS,

*Clerk.*

MARCH 21, 1899.

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PETITION OF THE LEXINGTON & BOSTON STREET RAILWAY COMPANY  
FOR CONSENT TO GRADE CROSSING OF BOSTON & MAINE RAILROAD  
ON LEXINGTON STREET IN WALTHAM.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the track of the Central Massachusetts Railroad, now operated under lease by the Boston & Maine Railroad, at the same level with said track, on Lexington Street in the city of Waltham, —

It appearing, after public notice and a hearing at which the said railroad company appeared by its counsel and was fully heard, that the petitioner has been granted by the board of aldermen of said city of Waltham a location of its railway on said Lexington Street where the same is crossed by said railroad at grade, and has accepted said location; and that, upon all the facts shown and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad at the place aforesaid, — it is

*Ordered*, That the Board consent to the construction by the petitioner of its railway at grade across said railroad at the place prayed for, but upon and subject to the following conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely :

1. Said railway company shall construct but one street railway track across said railroad at grade on said Lexington Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in such manner, with frogs or other devices, as is satisfactory to said railroad company; or, if the parties do not agree in regard thereto, in such manner as is from time to time, after notice and hearing, prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within



which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead electric construction at and near the same are at all times in good working condition and repair, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct.

4. The right of said railway company to construct and maintain a railway track across said railroad at grade as aforesaid shall cease at the expiration of five years from the date of this order, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained by said railway company.

5. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, or such other safeguards may be required, as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

By order of the Board,

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 19, 1899.

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PETITION OF TAUNTON & BROCKTON STREET RAILWAY COMPANY FOR  
EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW  
HAVEN & HARTFORD RAILROAD, ON TURNPIKE STREET IN EASTON.

On the petition of the Taunton & Brockton Street Railway Company, after notice and hearing, — it is

*Ordered*, That the Board consents to the continued maintenance and use of its railway by the Taunton & Brockton Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith on Turnpike Street in the town of Easton, subject to the express conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof set forth in the order of this Board authorizing the construction of said crossing, dated July 15, 1897. *Provided, however*, the right of said street railway company to maintain a crossing of said railroad tracks shall cease upon the abolition of said grade crossing, and in any event shall not continue after the 15th day of July, 1900, unless further lawful authority is obtained.

Attest :

WM. A. CRAFTS,

*Clerk.*

SEPTEMBER 22, 1899.



PETITION OF FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET  
RAILWAY COMPANY IN RELATION TO THE MANNER OF CROSSING  
AT GRADE THE NEW YORK, NEW HAVEN & HARTFORD RAIL-  
ROAD, ON WORCESTER STREET IN FRAMINGHAM.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for the Board to prescribe the manner in which a grade crossing of the railway of said company, consented to by the Board by its order of February 28, 1899, shall be constructed across the track of the New York, New Haven & Hartford Railroad on Worcester Street in the town of Framingham, — after notice and hearing the parties, — it is

*Ordered*, That the Board approve the construction of said grade crossing in conformity with a plan submitted by said street railway company, designed by the Pennsylvania Steel Company, Steelton, Pennsylvania, and numbered 14932-3, a copy of which is on file in this office and is to be referred to.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

OCTOBER 2, 1899.

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PETITION OF LEXINGTON & BOSTON STREET RAILWAY COMPANY FOR  
CONSENT TO GRADE CROSSING OF BOSTON & MAINE RAILROAD  
ON BEDFORD STREET IN NORTH LEXINGTON, AND BEDFORD STREET  
IN BILLERICA.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the Arlington Branch of the Boston & Maine Railroad at Bedford Street, North Lexington, and of the Billerica Branch of said railroad at Bedford Street, Billerica, at the same level with said tracks, —

It appearing, after public notice and hearings at which the said railroad company appeared by its counsel and was fully heard, and after a view of the premises, that the said crossings at grade can be avoided, under the provisions of chapter 404 of the Acts of 1898, without unreasonable expense to said street railway company, — it is

*Ordered*, That the Board declines to give its consent to the construction of the tracks of said Lexington & Boston Street Railway Company across the tracks of the said Boston & Maine Railroad, as aforesaid.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

OCTOBER 2, 1899.

PETITION OF NORTON & TAUNTON STREET RAILWAY COMPANY FOR  
EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW  
HAVEN & HARTFORD RAILROAD, ON MAIN STREET IN NORTON.

On the petition of the Norton & Taunton Street Railway Company, after notice and hearing, — it is

*Ordered*, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Norton & Taunton Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith on Main Street in the town of Norton, subject to the conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof set forth in the order of this Board authorizing the construction of said crossing, dated January 16, 1899: *provided, however*, that the right of said street railway company to maintain such crossing of said railroad tracks shall cease upon the abolition of said grade crossing, and in any event shall not continue after the first day of October, 1900; *provided, further*, that said street railway company shall not allow the maintenance and use of such crossing to interfere with or in any way impede the work of abolishing said grade crossing.

Attest:

WM. A. CRAFTS,

*Clerk.*

OCTOBER 13, 1899.

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PETITION OF EAST TAUNTON STREET RAILWAY COMPANY FOR CON-  
SENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN &  
HARTFORD RAILROAD, ON MIDDLEBOROUGH AVENUE IN TAUN-  
TON.

In the matter of the petition of the East Taunton Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway upon Middleborough Avenue in the city of Taunton across the tracks of the steam railroad operated by the New York, New Haven & Hartford Railroad Company at the same level with the tracks of said railroad company, —

It appearing, after public notice and hearing and after a view of the premises, that the said crossing at grade can be avoided without unreasonable expense to said street railway company, — it is

*Ordered*, That the consent of the Board to the petition of the East Taunton Street Railway Company for the construction of its tracks at grade across the tracks of the New York, New Haven & Hartford

Railroad Company upon Middleborough Avenue in the city of Taunton be, and the same is hereby, refused.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 6, 1899.

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PETITION OF FITCHBURG & SUBURBAN STREET RAILWAY COMPANY  
IN RELATION TO THE MANNER OF CROSSING AT GRADE THE NEW  
YORK, NEW HAVEN & HARTFORD RAILROAD, ON WATER STREET,  
LEOMINSTER.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for action by the Board in prescribing the manner in which a grade crossing of the railway of said company over the tracks of the Northern Division of the New York, New Haven & Hartford Railroad Company on Water Street in the town of Leominster shall be constructed, in accordance with the order of this Board dated December 29, 1898, after notice and hearing, at which hearing both the street railway company and railroad company were represented by counsel, — it is

*Ordered*, That the approval of the Board be given to the construction of the said grade crossing in conformity with a plan submitted by the said street railway company furnished by the Loraine Steel Company of Johnstown, Pennsylvania, which plan is numbered 32,216 and a copy of which is on file in this office.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 8, 1899.

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PETITION OF CLINTON & HUDSON STREET RAILWAY COMPANY FOR  
CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN &  
HARTFORD RAILROAD NEAR WEST BERLIN STATION IN BERLIN.

In the matter of the petition of the Clinton & Hudson Street Railway Company, under the provisions of chapter 426, Acts of 1895, for the consent of the Board to the construction by said company of a street railway across the tracks of the railroad of the Old Colony Railroad Company, now operated by the New York, New Haven & Hartford Railroad Company, at the same level with the tracks of said railroad company at a point upon the highway near the West Berlin station in the town of Berlin, as shown upon plan filed with said petition, —

It appearing, after public notice and hearings thereon, at which hearings both railway and railroad companies were represented and fully heard by counsel, that the said railway company has been granted and has duly accepted a location for its street railway tracks

upon said highway; and that while existing conditions continue the public convenience and necessity may reasonably require, under proper limitations and regulations, the maintenance and operation of a railway track at the same level with the railroad tracks at this place, — it is

*Ordered*, That the consent of the Board be, and the same is hereby, given to the construction by the said railway company of a street railway across the railroad tracks at the same level therewith at the point in question near the West Berlin station, as shown upon the plan on file in this office, in the town of Berlin; but upon and subject to the following express conditions, limitations and regulations imposed pursuant to the provisions of chapter 228, Acts of 1892: —

1. The railway company shall construct but one street railway track at grade across the railroad tracks at said place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing, may be prescribed by the Board.

3. The railway company, in addition to the other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing during all that portion of each day and night within which it runs cars over said crossing a competent and reliable man whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board, after notice and hearing, may deem necessary for the public safety and may in writing prescribe.

5. The right of the railway company to construct and maintain a railway track across the railroad tracks shall cease at the expiration of two years from the date of this order unless the further consent of the Board or lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification in accordance with the provisions of chapter 228, Acts of 1892.

Attest:

WM. A. CRAFTS,

*Clerk.*



PETITION OF NORTHAMPTON & AMHERST STREET RAILWAY COMPANY  
FOR CONSENT TO GRADE CROSSING OF BOSTON & MAINE RAIL-  
ROAD ON AMHERST ROAD IN HADLEY.

In the matter of the petition of the Northampton & Amherst Street Railway Company, under the provisions of chapter 426, Acts of 1895, for the consent of the Board to the construction by said company of a street railway across the tracks of the Central Massachusetts Railroad Company, now leased to and operated by the Boston & Maine Railroad, at the same level with the tracks of said railroad company at a point in a public way known as the Amherst Road and in the locality known as Flaherty's Crossing, in the town of Hadley, as shown upon plan filed with said petition, —

It appearing, after public notice and hearing thereon, at which hearing both railway and railroad companies were represented and fully heard by counsel, that the said railway company has been granted and has duly accepted a location for its street railway tracks upon said highway; that a petition has been duly filed in the Superior Court praying for the abolition of the said crossing, and that a plan for the abolition of the same has practically been agreed upon between the parties; and that the work of securing the abolition of this crossing is to be completed in the near future; and that while existing conditions continue the public convenience and necessity may reasonably require, under proper limitations and regulations, the maintenance and operation of a railway track at the same level with the railroad tracks at this place, — it is

*Ordered*, That the consent of the Board be, and the same is hereby, given to the construction by the said street railway company of a street railway across the railroad tracks at the same level therewith at the place in question, as shown upon plan on file in this office, in the town of Hadley; but upon and subject to the following express conditions, limitations and regulations imposed pursuant to the provisions of chapter 228, Acts of 1892: —

1. The street railway company shall construct but one street railway track at grade across the railroad tracks at said place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing, may be prescribed by the Board.

3. The street railway company, in addition to the other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing during all that portion of each day and night within which it runs cars over said crossing a



competent and reliable man whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board, after notice and hearing, may deem necessary for the public safety and may in writing prescribe.

5. The right of the street railway company to construct and maintain a railway track across the railroad tracks at grade as aforesaid shall cease upon the abolition of said highway grade crossing and in any event shall cease at the expiration of one year from the date of this order unless the further consent of the Board or lawful authority therefor shall have been first duly obtained; and the street railway company shall not permit the construction and maintenance of its railway track to interfere with or impede in any way the work of abolishing said highway grade crossing.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification in accordance with the provisions of chapter 228, Acts of 1892.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 11, 1899.

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PETITION OF WEBSTER & DUDLEY STREET RAILWAY COMPANY FOR  
EXTENSION OF TIME FOR GRADE CROSSING OF NEW YORK, NEW  
HAVEN & HARTFORD RAILROAD, ON EAST MAIN STREET IN  
WEBSTER.

On the petition of the Webster & Dudley Street Railway Company, after notice and hearing, — it is

*Ordered*, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Webster & Dudley Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad at a level therewith in East Main Street in the town of Webster, subject to the conditions, restrictions and regulations in respect to said crossing and the manner and use thereof set out in the order of this Board authorizing the construction of said crossing, dated July 13, 1893: *provided, however*, that the right of said street railway company to maintain such crossing of said railroad tracks shall cease upon the abolition of said

grade crossing, and in any event shall not continue after the first day of July, 1900; and *provided, further*, that said street railway company shall not allow the maintenance and use of such crossing to interfere with or in any way impede the work of abolishing said grade crossing.

Attest: WM. A. CRAFTS,

*Clerk.*

DECEMBER 20, 1899.

APPROVAL OF LOCATIONS.

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PETITION OF FOREST HILLS & QUINCY STREET RAILWAY ASSOCIATION  
FOR APPROVAL OF LOCATION IN BOSTON.

In the matter of the petition of the directors of an association for the formation of a corporation under the name of the Forest Hills & Quincy Street Railway Company, asking for the approval by the Board, under section 8 of chapter 413 of the Acts of 1887, of a location of tracks in the city of Boston as granted to said directors by an order of the board of aldermen of said city under date of December 27, 1898, —

After public notice and full hearing of the petitioners and remonstrants and of all other parties desiring to be heard, the Board finds and determines as follows: —

The order of location referred to was presented to the mayor of Boston for his approval on December 28, 1898, but was not approved by him, nor did he return the order before the end of the municipal year which expired January 2, 1899. The Board inclines to the opinion that the order was not duly passed and is without legal force and effect; and so rules. If the order is void, it would be idle for the Board to approve the location.

Whether or not the above view is correct, and apart from any legal aspect of the case, the Board moreover is not satisfied upon the facts shown that the location ought under present conditions to be approved. The evidence tended to show that on an important section of the route the street as now laid out and constructed is narrow and hardly adequate for the operation of a street railway and for the due safety and convenience of other public travel. Extensive plans for the widening of the street are now under consideration. The location and construction of the railway may properly await, as it seems to us, the fuller development of these plans and improvements.

It also appeared that considerable and essential sections of the location and route of the proposed railway are outside the limits of any public highway or street. No authority under general or special law was shown for the location of any part of this railway on private land. It was conceded by the petitioners that the board of aldermen had no power to grant, and that this Board has no power to approve, a location outside a public way. We cannot revise and amend

the order of location as passed by the board of aldermen. If we approve the location, we must approve it as a whole. It does not seem to us proper affirmatively to approve a location for essential portions of which no warrant or sanction of law has been shown. Eliminating these portions, if this could be done, the location would be of little value to the petitioners or the public.

By order of the Board,

WM. A. CRAFTS,

*Clerk.*

JUNE 9, 1899.

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PETITION OF THE WEST END STREET RAILWAY COMPANY FOR APPROVAL OF LOCATION OF A SECOND TRACK ON PROSPECT STREET, CAMBRIDGE.

Two public hearings have been given on this petition and the Board has viewed the proposed location on Prospect Street, and also the streets adjacent and parallel thereto.

The petitioner was represented at the hearings by Prentiss Cummings, Esq., its counsel; Gilbert A. A. Pevey, Esq., city solicitor of Cambridge, also appeared by instruction of the board of aldermen in aid of the petition. Many remonstrants, consisting of residents and property owners upon this and adjacent streets, were represented by William A. Munroe, Esq.

The location for which approval is asked, as granted by the board of aldermen of Cambridge, consists of a double track upon Prospect Street in place of the existing single track and turnouts. It begins at a point near Austin Street and extends through said Prospect Street to Cambridge Street, a distance of about three thousand feet. The petitioner asks for the approval of this location on the following grounds:—

1. That Prospect Street forms a part of the direct and natural line of travel from Somerville through Central Square in Cambridge to Allston and Brighton and the towns beyond.

2. That with the present system of single track and turnouts it is unable properly to perform its service to the public, and that unavoidable delays are frequently occurring on the section of track in question.

The remonstrants claim:—

1. That there is no present necessity for the change, as there has been no recent increase in the service through Prospect Street.

2. That with a double track the street is too narrow properly to accommodate the ordinary public travel.

3. That the change will involve the destruction of a large number of shade trees on both sides of the street, which project beyond the

curb various distances, ranging from three to twenty-four inches. Many of these trees are of large size, and their removal would destroy the present attractive appearance of the thoroughfare.

For these and other reasons they propose as a substitute measure that a single track should be laid through Columbia Street, a street parallel to and about six hundred feet distant from Prospect Street, and that a portion of the travel should be diverted through that street, thus relieving Prospect Street sufficiently to make the additional second track in their opinion clearly unnecessary.

While we feel that these objections are entitled to serious consideration, and while we are especially reluctant to approve any plan that may lead to the destruction of so great a number of trees in a street largely residential, yet, after a careful review of the whole question, we have reached the conclusion that the interests and convenience of the public will on the whole be better served by granting the request of the petitioner.

Three lines of cars, from East Cambridge, West Somerville and Harvard Square *via* Broadway, are carried through Prospect Street, and it seems very desirable that there should be better facilities for the expeditious handling of the travel upon this line. It is also clear that a service divided between parallel streets, with a single track and turnouts in each, cannot be managed either with as great convenience to the public or advantage to the railway company. The route through Prospect Street, being the most direct, is consequently the most desirable, and renders unnecessary the introduction of additional curves and switches on the main line at the corner of Columbia Street, which would become essential if the alternative route were adopted.

We therefore approve the location of a second track on Prospect Street, as granted by the board of aldermen; but in doing so we wish to express the hope that some way may be found to preserve at least a portion of the trees which the residents on the street are so desirous of retaining.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

JUNE 22, 1899.



## [E.]

## ORDERS RELATING TO STREET RAILWAYS.

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LEASES AND CONSOLIDATIONS.

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APPROVAL OF CONSOLIDATION OF THE BRAINTREE WITH THE QUINCY  
& BOSTON STREET RAILWAY COMPANY.

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said company of the railway, franchise and property of the Braintree Street Railway Company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale are authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase but a decrease of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Braintree Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Quincy & Boston Street Railway Company all its franchise, railway, equipments, rights, easements, and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Quincy & Boston Street Railway Company shall assume and pay the funded debt and all other lawful debts, claims and demands now outstanding or hereafter at any time arising against the Braintree Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due execution and delivery of such deed, the Quincy & Boston Street Railway Company shall also issue and deliver to the Braintree Street Railway Company, or to the stockholders of said company, shares of its own capital stock in exchange for the 1,000 shares of the outstanding capital stock, amounting to \$100,000, of said Braintree Street Railway Company, in the ratio of five Quincy & Boston shares for six Braintree shares; and, upon such exchange being made, the certificates of the said Braintree shares shall be surrendered and cancelled, and shall not be reissued: *provided*, that any minority stockholder of the said Braintree Street Railway Company, who dissents from the terms of purchase and sale as herein set forth, shall have the rights and remedies with respect to his share or shares which are provided in section 4 of chapter 308 of the Acts of 1891, so far as the provisions of said section may be applicable hereto.

4. The said purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the companies aforesaid.

Attest:

WM. A. CRAFTS,

*Clerk.*

FEBRUARY 28, 1899.

PETITION FOR APPROVAL OF LEASE OF THE FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH TO MARLBOROUGH STREET RAILWAY COMPANY.

In the matter of the joint petition of the Marlborough Street Railway Company and the Framingham, Southborough & Marlborough Street Railway Company for the approval by the Board, under chapter 213 of the Acts of 1897, of the terms of a proposed lease by and to said first-named company of the railway, franchise and property of said last-named company, —

It appearing, after a public hearing, of which notice was given by public advertisement pursuant to the order of the Board, and at which all parties desiring were fully heard, that the terms proposed, upon the facts shown, and taking into account the existing financial and other conditions affecting the petitioners, are not reasonable or consistent with the public interest, — it is

*Ordered*, That the terms of said proposed lease be not approved.

Attest:

WM. A. CRAFTS,

*Clerk.*

MARCH 1, 1899.

APPROVAL OF CONSOLIDATION OF THE BRAINTREE & WEYMOUTH, THE BRIDGEWATER, WHITMAN & ROCKLAND, THE HINGHAM AND THE ROCKLAND & ABINGTON STREET RAILWAY COMPANIES WITH THE HANOVER STREET RAILWAY COMPANY.\*

In the matter of the joint petition of the Braintree & Weymouth Street Railway Company, the Bridgewater, Whitman & Rockland Street Railway Company, the Hanover Street Railway Company, the Hingham Street Railway Company and the Rockland & Abington Street Railway Company for the approval by the Board, under chapters 506 of the Acts of 1894 and 269 of the Acts of 1897, of the terms of a proposed consolidation of the said five companies with each other under the name of the Hanover Street Railway Company, —

It appearing, after a public hearing of which notice was given by advertisement pursuant to the order of the Board, that the railways of the said companies connect with each other or together form continuous lines; that such consolidation is authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the said consolidating companies; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the consolidation proposed to be made as aforesaid: —

1. The name of the consolidated company shall be the “Hanover Street Railway Company.”

2. Each of the said five consolidating companies, by a duly authorized and executed deed, shall convey and transfer to the consolidated company aforesaid, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to the said consolidated company, its successors and assigns, forever.

3. In consideration of such conveyance, the said consolidated company shall assume, pay and discharge all of the funded and unfunded debts and obligations of, and all lawful claims and demands now outstanding or hereafter at any time arising against, each of the said five consolidating companies; and it shall be expressly so stipulated in the several deeds of conveyance aforesaid.

4. Upon the due execution and delivery of such deeds, the said consolidated company, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to each of the said consolidating companies, or to the several stockholders thereof, shares

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\* Name subsequently changed to South Shore & Boston Street Railway Company.

of its own capital stock to be exchanged share for share for the outstanding shares of capital stock of the said five consolidating companies respectively; to wit, 1,600 of its shares to be exchanged for the 1,600 outstanding shares of the Braintree & Weymouth Street Railway Company, 850 of its shares to be exchanged for the 850 outstanding shares of the Bridgewater, Whitman & Rockland Street Railway Company, 494 of its shares to be exchanged for the 494 outstanding shares of the Hanover Street Railway Company, 1,880 of its shares to be exchanged for the 1,880 outstanding shares of the Hingham Street Railway Company, and 1,200 of its shares to be exchanged for the 1,200 outstanding shares of the Rockland & Abington Street Railway Company, — or, in the aggregate, 6,024 of its shares to be exchanged as aforesaid for the 6,024 outstanding shares of the said five consolidating companies. Upon such exchange being made, the certificates of the latter shares of stock shall be surrendered and cancelled, and shall not be reissued; and the stockholders of the five consolidating companies aforesaid shall thereupon become the stockholders of the said consolidated company; and the latter company shall have and enjoy the powers and privileges, and shall be subject to the duties, liabilities and restrictions of the five merged companies and of each of them.

5. The said consolidation shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the five consolidating companies aforesaid.

Attest:

WM. A. CRAFTS,

*Clerk.*

JULY 7, 1899.

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APPROVAL OF CONSOLIDATION OF THE NORTON & ATTLEBOROUGH,  
THE MANSFIELD & NORTON AND THE MANSFIELD & EASTON  
STREET RAILWAY COMPANIES WITH THE NORTON & TAUNTON  
STREET RAILWAY COMPANY.

In the matter of the joint petition of the Norton & Taunton Street Railway Company, the Norton & Attleborough Street Railway Company, the Mansfield & Norton Street Railway Company and the Mansfield & Easton Street Railway Company for the approval by the Board, under chapters 506 of the Acts of 1894 and 269 of the Acts of 1897, of the terms of a proposed consolidation of the said four companies with each other, under the name of the Norton & Taunton Street Railway Company, —



It appearing, after a public hearing of which notice was given by advertisement pursuant to the order of the Board, that the railways of the said companies connect with each other or together form continuous lines; that such consolidation is authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the said consolidating companies; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the following be approved as the terms of the consolidation proposed to be made as aforesaid : —

1. The name of the consolidated company shall be the “Norton & Taunton Street Railway Company.”

2. Each of the said four consolidating companies, by a duly authorized and executed deed, shall convey and transfer to the consolidated company aforesaid, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to the said consolidated company, its successors and assigns, forever.

3. In consideration of such conveyance, the said consolidated company shall assume, pay and discharge all of the funded and unfunded debts and obligations of, and all lawful claims and demands now outstanding or hereafter at any time arising against, each of the said four consolidating companies; and it shall be expressly so stipulated in the several deeds of conveyance aforesaid.

4. Upon the due execution and delivery of such deeds, the said consolidated company, after obtaining due authority therefor in the manner provided by law, shall issue and deliver to each of the said consolidating companies, or to the several stockholders thereof, shares of its own capital stock to be exchanged share for share for the outstanding shares of capital stock of the said four consolidating companies respectively; to wit, 800 of its shares to be exchanged for the 800 outstanding shares of the Norton & Taunton Street Railway Company, 400 of its shares to be exchanged for the 400 outstanding shares of the Norton & Attleborough Street Railway Company, 400 of its shares to be exchanged for the 400 outstanding shares of the Mansfield & Norton Street Railway Company, and 1,000 of its shares to be exchanged for the 1,000 outstanding shares of the Mansfield & Easton Street Railway Company, — or, in the aggregate, not to exceed 2,600 of its shares to be exchanged as aforesaid for the 2,600 outstanding shares of the said four consolidating companies. Upon such exchange being made, the certificates of the latter shares of stock shall be surrendered and cancelled, and shall not be reissued; and the stockholders of the four consolidating companies aforesaid shall thereupon become the stockholders of the said consolidated com-



pany; and the latter company shall have and enjoy the powers and privileges, and shall be subject to the duties, liabilities and restrictions of the four merged companies and of each of them.

¶5. The said consolidation shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two-thirds in interest of the stockholders, of each of the four consolidating companies aforesaid.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

CONSOLIDATION OF THE NORFOLK SUBURBAN WITH THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Norfolk Suburban Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Norfolk Suburban Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Norfolk Suburban Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the

terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 1,875 in number, amounting at the par value thereof to \$187,500, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Norfolk Suburban Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,  
*Clerk.*

NOVEMBER 20, 1899.

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CONSOLIDATION OF THE NEEDHAM & BOSTON WITH THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Needham & Boston Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Needham & Boston Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Needham & Boston Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at the par value thereof to \$50,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Needham & Boston Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest :

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 20, 1899.

CONSOLIDATION OF THE NORFOLK CENTRAL WITH THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the petitioner of the property and franchise of the Norfolk Central Street Railway Company with a view to the consolidation of the two companies under the name of the West Roxbury & Roslindale Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that said terms provide that the property and franchise of the Norfolk Central Street Railway Company shall be duly conveyed to the West Roxbury & Roslindale Street Railway Company by a duly authorized and executed deed, and that as a part of the consideration of such conveyance the West Roxbury & Roslindale Street Railway Company shall pay and assume all outstanding debts and obligations of the Norfolk Central Street Railway Company; that the terms of the contract for such purchase and sale have been duly agreed to and approved by the directors and the stockholders of

each of the contracting companies ; that the terms of the proposed purchase and consolidation as hereinafter set forth involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies ; and that said terms are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Norfolk Central Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest :

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 20, 1899.

CONSOLIDATION OF THE GARDNER ELECTRIC WITH THE GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company and the Gardner Electric Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of a proposed purchase by the first-named company of the property and franchise of the last-named company with a view to the consolidation of the two companies under the name of the Gardner, Westminster & Fitchburg Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways ; that the terms of the proposed purchase and sale provide that the property and franchise of the Gardner Electric Street Railway Company shall be conveyed to the Gardner, Westminster & Fitchburg Street Railway Company by a duly authorized and exe-



cuted deed, and that as a part of the consideration of such conveyance the Gardner, Westminster & Fitchburg Street Railway Company shall pay and assume all outstanding debts and obligations of the Gardner Electric Street Railway Company; that these terms have been duly agreed to and approved by the directors and the stockholders of each of the contracting companies and involve no increase of the aggregate amount of the capital stock and the debt of the two contracting companies; and that they are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract for purchase and sale as set out in said petition.

And it appearing that an increase of the capital stock of the Gardner, Westminster & Fitchburg Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Gardner, Westminster & Fitchburg Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at the par value thereof to \$50,000, in addition to the amount of its capital stock as now authorized, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Gardner Electric Street Railway Company, the certificates of which latter shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,

*Clerk.*

DECEMBER 8, 1899.

#### CONSOLIDATION OF THE WOBURN & READING WITH THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Woburn & Reading Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting



railways; that the terms of the purchase and sale provide that the property and franchise of the Woburn & Reading Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Woburn & Reading Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 600 in number, amounting at the par value thereof to \$60,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Woburn & Reading Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

CONSOLIDATION OF THE SALEM & WAKEFIELD WITH THE WAKEFIELD  
& STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF  
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Salem & Wakefield Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Salem & Wakefield Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Salem & Wakefield Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 750 in number, amounting at the par value thereof to \$75,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Salem & Wakefield Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

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CONSOLIDATION OF THE READING & LOWELL WITH THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Reading & Lowell Street Railway Company with a view to the consolida-

tion of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Reading & Lowell Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Reading & Lowell Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Reading & Lowell Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

CONSOLIDATION OF THE MYSTIC VALLEY WITH THE WAKEFIELD & STONEHAM STREET RAILWAY COMPANY AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Wakefield & Stoneham Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed pur-

chase by the petitioner of the property and franchise of the Mystic Valley Street Railway Company with a view to the consolidation of the two companies under the name of the Wakefield & Stoneham Street Railway Company, —

It appearing, after a public hearing of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Mystic Valley Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Mystic Valley Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Wakefield & Stoneham Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share and that such increase is proper for the carrying out of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Wakefield & Stoneham Street Railway Company by the issue of additional shares not exceeding 900 in number, amounting at the par value thereof to \$90,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Mystic Valley Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.



ISSUES OF STOCK AND BONDS.

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*Commonwealth Avenue Street Railway Company — Sale of New Share at Auction.*

In the matter of the application of the Commonwealth Avenue Street Railway Company relative to the sale at auction of  $\frac{8.3}{175}$  of a share of the capital stock of said company, which share, among others which were authorized by the Board to be issued November 14, 1898, was offered to the stockholders of said company as required by law, but was not taken by the stockholder entitled to the same, — it is

*Ordered*, That the said fraction of a share remaining unsubscribed for, as aforesaid, be offered for sale at public auction in the city of Boston to the highest bidder, at not less than  $\frac{8.3}{175}$  of the par value of said share; and that the *Daily Advertiser*, *Boston Evening Transcript* and *Boston Journal* be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,

*Clerk.*

FEBRUARY 2, 1899.

*Mansfield & Easton Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Mansfield & Easton Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, \$80,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of \$20,000, and to issue the same, so that its capital stock shall amount in the whole to \$100,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and



It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase and issue of the capital stock of the said Mansfield & Easton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed in the whole \$100,000; the proceeds of the said increase and issue to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the towns of Mansfield and Easton.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. A. CRAFTS,  
*Clerk.*

FEBRUARY 3, 1899.

*Mansfield & Easton Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Mansfield & Easton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$100,000, for the purpose of completing the construction, equipment and power of the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$80,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Mansfield & Easton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$80,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$36,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the towns of Mansfield and Easton, and the necessary cost of constructing the overhead electric system for the operation of said railway.

2. Bonds to an amount not to exceed \$9,000 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of carhouses necessary for the operation of said railway, and to the equipment of such carhouses.

3. Bonds to an amount not to exceed \$25,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of the rolling stock necessary for the operation of said railway.

4. Bonds to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied solely to the purchase and installment of an auxiliary power plant with all necessary instruments and other appliances for the generation of electric power for operating said railway.

Attest:

WM. A. CRAFTS,

*Clerk.*

FEBRUARY 15, 1899.

*Plymouth & Sandwich Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the directors of the Plymouth & Sandwich Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 309 of the Acts of 1898, of an issue of capital stock by said company to the amount of \$25,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been chartered by said chapter 309 of the Acts of 1898, with an

authorized capital stock of not to exceed \$100,000, for the purpose of constructing and operating a street railway in the towns of Plymouth, Bourne and Sandwich; that the present capital stock of said company has been fixed by its board of directors at \$25,000; and that an issue of capital stock is necessary in order to enable said company to carry out said purpose; and

It being deemed by the Board that an issue of capital stock to the amount of \$25,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an issue by the said Plymouth & Sandwich Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 250 shares of its capital stock, amounting at the par value thereof to \$25,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the location heretofore granted to said company in said town of Plymouth.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

FEBRUARY 27, 1899.

*Haverhill, Georgetown & Danvers Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Haverhill, Georgetown & Danvers Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said Company to the amount of \$40,000, for the purpose of funding the floating debt of said company incurred in construction and equipment, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed

to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests ; and

It being deemed by the Board that an issue of bonds to the amount of \$35,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Haverhill, Georgetown & Danvers Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$35,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company ; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely : To paying and funding a part of the existing floating debt of said company, amounting to about \$40,111.79, which has been incurred in the construction and equipment of its railway, and in the purchase of real estate and personal property necessary for the operation thereof.

Attest :

WM. A. CRAFTS,  
*Clerk.*

MARCH 10, 1899.

*Norfolk Southern Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Norfolk Southern Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$200,000, for the purpose of funding the floating debt of said company incurred in construction and equipment, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose ; that the purposes for which it is proposed to issue said bonds are necessary and lawful ; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt ; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid



in cash, and that such issue is consistent with the public interests ; and

It being deemed by the Board that an issue of bonds to the amount of \$125,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Norfolk Southern Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$125,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company ; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely : To paying and funding a portion of the floating debt of said company which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal property necessary for the operation thereof.

Attest :

WM. A. CRAFTS,  
*Clerk.*

MAY 31, 1899.

*Boston, Milton & Brockton Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the Boston, Milton & Brockton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$80,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of \$80,000 ; that said capital stock has been duly subscribed and fully paid in cash ; that the proposed purpose is necessary and lawful, and consistent with the public interest ; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$80,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an issue by the said Boston, Milton & Brockton Street Railway Company of not to exceed 800 shares of its capital stock, amounting at the par value thereof to \$80,000 ; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely : To pay-



ing and capitalizing the necessary cost of building the roadbed and overhead electric system of the railway of said company upon the locations heretofore duly granted to said company.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest :

WM. A. CRAFTS,  
Clerk.

JUNE 21, 1899.

*Woronoco Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Woronoco Street Railway Company (of Westfield) for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$50,000, in addition to the amount of \$100,000 already authorized, of which amount \$75,000 has been issued and is now outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$75,000, for the purpose of building and equipping an extension of the railway of said company, and for other purposes set forth in said petition, —

It appearing after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$75,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Woronoco Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 750 additional shares, amounting at the par value thereof to \$75,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$65,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon locations heretofore duly granted to

said company in the towns of Westfield and West Springfield, said extension being known as the West Springfield extension, and to include 21,524 feet of new and additional track.

If less than the above length of new and additional track is built and equipped as aforesaid on said extension, the amount of stock authorized to be issued for such extension shall be proportionately reduced.

2. Stock to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied solely to defraying in part the necessary cost of the purchase and equipment of additional rolling stock required for the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

*Ordered, also*, with the consent of said company, that the order heretofore passed by the Board under date of June 3, 1897, authorizing and approving an issue of \$30,000 of capital stock for building and equipping for electric power an extension of the railway of said company in the town of Westfield, of which amount only \$5,000 has been issued, is hereby revoked and rescinded as regards any further issue of stock under said order.

Attest:

WM. A. CRAFTS,

*Clerk.*

JUNE 27, 1899.

*Woronoco Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Woronoco Street Railway Company (of Westfield) for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$75,000, for the purpose of funding its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the

value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$75,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Woronoco Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$75,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$42,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction of its railway, and in the purchase of real and personal property necessary for the operation thereof.

2. Bonds to an amount not to exceed \$4,000 par value, or the proceeds thereof, shall be applied solely to paying, retiring and refunding other bonds of said company now outstanding to the same amount.

3. Bonds to an amount not to exceed \$14,000 par value, or the proceeds thereof, shall be applied solely to providing the necessary means for building additions to the carhouse and power station of said company, and for increasing the capacity of its power plant.

4. Bonds to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock necessary for the operation of the railway of said company.

*Provided*, that no bond or bonds shall be issued under this order until the paid capital stock of said company has been increased to \$150,000 under and pursuant to an order of even date herewith, and the proceeds of such increase have been actually expended in construction and equipment, as provided in said order, nor until all the bonds issued under the order of this Board dated June 3, 1897, whether sold or pledged as collateral, amounting in all to \$35,000,

have been paid or redeemed and surrendered and cancelled, and the mortgage securing the same has been duly discharged upon the records wherever recorded; and all previous orders of the Board, authorizing or approving issues of bonds by said company, are hereby revoked and rescinded as regards any further issues under the same.

Attest:

WM. A. CRAFTS,

*Clerk.*

JUNE 27, 1899.

*Plymouth & Sandwich Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Plymouth & Sandwich Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$35,000, in addition to the amount of \$25,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$35,000, for the purpose of paying and capitalizing the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$35,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Plymouth & Sandwich Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 350 additional shares, amounting at the par value thereof to \$35,000; the said increase, or the proceeds thereof, to be applied to the following purposes and to no other, namely: —

1. Stock to an amount not to exceed \$6,800, or the proceeds thereof, shall be applied solely to paying and capitalizing the outstanding floating debt of said company incurred in the construction of its railway.

2. Stock to an amount not to exceed \$15,200, or the proceeds



thereof, shall be applied solely to defraying the cost of an extension of its railway on locations duly granted in the town of Plymouth.

3. Stock to an amount not to exceed \$10,000, or the proceeds thereof, shall be applied solely to the purchase and equipment of additional rolling stock.

4. Stock to an amount not to exceed \$3,000, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of a carhouse necessary for the operation of said railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

*Clerk.*

JULY 5, 1899.

*Boston, Milton & Brockton Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Boston, Milton & Brockton Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$40,000, in addition to the amount of \$80,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of paying and funding the floating debt which said company has contracted in the construction and equipment of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that the assets and existing capital stock of said company are unimpaired; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Boston, Milton & Brockton Street Railway



Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 400 additional shares, amounting at the par value thereof to \$40,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the floating debt which said company has contracted in the construction and equipment of its railway and in the purchase of real and personal property necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. A. CRAFTS,

Clerk.

JULY 7, 1899.

*Boston, Milton & Brockton Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Boston, Milton & Brockton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$100,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Boston, Milton & Brockton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$100,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding a portion of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of permanent real and personal property necessary for the operation thereof.

*Provided, however*, That no bonds shall be issued until the capital stock of said company to the full amount of \$120,000 has been paid in and the said stock or the proceeds thereof applied to the purposes specified in the orders of the Board authorizing the issue and increase of said capital stock.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 7, 1899.

*Amesbury & Hampton Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Amesbury & Hampton Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, \$40,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of \$10,000, and to issue the same, so that its capital stock shall amount in the whole to \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an issue and increase of the capital stock of the said Amesbury & Hampton Street Railway Company, subject to the provisions of all laws applicable to such

issue, to an amount not to exceed in the whole \$50,000 ; the proceeds of the said issue and increase to be applied to the following purpose, and to no other, namely : To paying and capitalizing the floating debt of said company incurred in the construction and equipment of its railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

*Needham & Boston Street Railway Company—Issue and Increase of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Needham & Boston Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, \$10,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of \$40,000, and to issue the same, so that its capital stock shall amount in the whole to \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company ; that the proposed purpose is necessary and lawful, and consistent with the public interest ; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an issue and increase of the capital stock of the said Needham & Boston Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed in the whole \$50,000 ; the proceeds of the said issue and increase to be applied to the following purpose, and to no other, namely : To paying and capitalizing the floating debt of said company incurred in the construction and equipment of its railway.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of in-

crease, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

*Commonwealth Avenue Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Commonwealth Avenue Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$42,000, in addition to the amount of \$258,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$42,000, for the purpose of paying and capitalizing its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$34,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Commonwealth Avenue Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 340 additional shares, amounting at the par value thereof to \$34,000; the proceeds of said stock to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$29,500 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building and equipping for electric power an extension of the railway of said company upon the location from Newton Centre to Newton Highlands in the city of Newton, granted to said company by an order of the board of aldermen dated April 3, 1899.



2. Stock to an amount not to exceed \$4,500 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of rolling stock necessary for the operation of the railway of said company.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

*Webster & Dudley Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Webster & Dudley Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$30,000, for the purpose of funding its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$30,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Webster & Dudley Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount



not to exceed \$30,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely:—

1. Bonds to an amount not to exceed \$18,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

2. Bonds to an amount not to exceed \$12,000 par value, or the proceeds thereof, shall be applied solely to building and equipping an extension of the railway of said company upon locations duly granted, including the building of a bridge over the tracks of the New York, New Haven & Hartford Railroad Company.

Attest:

WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

*East Taunton Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the East Taunton Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$60,000, in addition to the amount of \$50,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$60,000, for the purpose of building and equipping an extension of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered,* That the Board authorize and approve an increase of the capital stock of the said East Taunton Street Railway Company by the issue, subject to the provisions of all laws applicable to such

issue, of not to exceed 600 additional shares, amounting at the par value thereof to \$60,000 ; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely : To building and equipping an extension of the railway of said company on locations duly granted said company in the city of Taunton and in the towns of Lakeville and Middleborough.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: WM. J. McCULLOUGH,

*Assistant Clerk.*

JULY 20, 1899.

*Hanover Street Railway Company — Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Hanover Street Railway Company, under chapters 462 of the Acts of 1894 and 269 of the Acts of 1897, for the approval by the Board of an issue of capital stock by said company to the amount of \$691,700, for the purpose of carrying out the terms of the consolidation hereinafter referred to, by an exchange of shares and by the payment of floating debts assumed by said company in such consolidation, —

It appearing, after public notice and hearing, that said petition has been authorized by vote of the stockholders of said company; that said petitioning company is a new corporation formed by the consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington street railway companies, under the name of the Hanover Street Railway Company, in accordance with terms of consolidation heretofore approved by the Board by its order dated July 7, 1899, which order is to be referred to; that such consolidation and an issue of capital stock necessary for the purposes thereof are authorized by said chapter 269 of the Acts of 1897; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$690,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an issue by the said Hanover Street Railway Company, the consolidated company aforesaid, of not to exceed 6,900 shares of its capital stock, amounting at the par value thereof to \$690,000; the said stock to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$602,400 par value shall be applied solely to the retiring by exchange, share for share, of the outstanding 6,024 shares of the capital stocks, amounting in all to \$602,400, of the five consolidating companies aforesaid, in accordance with the terms and conditions set forth in the order of the Board dated July 7, 1899, hereinbefore referred to.

2. Stock to an additional amount not to exceed 876 shares, or \$87,600 par value, or the proceeds of said shares, shall be applied solely to paying and capitalizing a portion of the floating debts of the said five consolidating companies, outstanding at the date of consolidation, which had been incurred in the construction and equipment of their several railways and in the purchase of real and personal property necessary for the operation thereof, and which were assumed by the said consolidated company as one of the terms of the consolidation aforesaid.

And said company having also prayed the Board to determine the market value of said 876 shares of additional capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board that the said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

*Clerk.*

JULY 24, 1899.

*Hanover Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Hanover Street Railway Company, under chapters 462 of the Acts of 1894 and 269 of the Acts of 1897, for the approval by the Board of an issue of mortgage bonds by said company to the amount of \$251,000, in addition to the amount of \$439,000 of first mortgage bonds now outstanding, for the purpose of carrying out the terms of the consolidation hereinafter referred to by the payment of floating debts assumed by said company in such consolidation, —

It appearing, after public notice and hearing, that the said petitioning company is a new corporation formed by the consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, and the Rockland & Abington street

railway companies, under the name of the Hanover Street Railway Company, in accordance with terms of consolidation heretofore approved by the Board by its order dated July 7, 1899, which order is to be referred to ; that such consolidation and an issue of bonds necessary for the purposes thereof are authorized by said chapter 269 of the Acts of 1897 ; that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose ; that the purpose for which it is proposed to issue said bonds is necessary and lawful ; that the amount of bonds proposed to be issued, including all previous issues, will not exceed the capital stock of said company actually paid in cash ; that such issue is consistent with the public interests ; and

It being deemed by the Board that an issue of bonds to the amount of \$161,000, in addition to the amount of \$439,000 of first mortgage bonds now outstanding as aforesaid, is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Hanover Street Railway Company, the consolidated company aforesaid, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$161,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured, subject to the prior lien of the \$439,000 of first mortgage bonds aforesaid, by a mortgage of the railway, equipments, franchise, and all other property, real and personal, of said company ; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely : To paying and funding a portion of the floating debts of the said five consolidating companies, outstanding at the date of consolidation, which had been incurred in the construction and equipment of their several railways and in the purchase of real and personal property necessary for the operation thereof, and which were assumed by the said consolidated company as one of the terms of the consolidation aforesaid.

*Provided*, that no bonds shall be issued under this order until the total amount of floating debt assumed as aforesaid has been reduced by the sum of \$87,600 from the issue of stock or proceeds thereof authorized by an order of the Board of even date herewith.

Attest :

WM. A. CRAFTS,

*Clerk.*

JULY 24, 1899.



*Norfolk Western Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the directors of the Norfolk Western Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$10,000, in addition to the amount of \$90,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$10,000, for the purpose of paying and capitalizing a portion of the floating debt of said company incurred in the construction and equipment of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$10,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve an increase of the capital stock of the said Norfolk Western Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 100 additional shares, amounting at the par value thereof to \$10,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and capitalizing a portion of the outstanding floating debt of said company, which has been incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

*Ordered and determined* by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

*Clerk.*



*Norfolk Western Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Norfolk Western Street Railway Company for the approval by the Board, under chapters 317 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$100,000, for the purpose of paying and funding a portion of the floating debt of said company and for the purchase of additional rolling stock, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Norfolk Western Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$100,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company now owned or hereafter acquired; the proceeds of said bonds to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$90,000 par value, or the proceeds thereof, shall be applied solely to paying and funding a portion of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

2. Bonds to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical

equipment of additional rolling stock necessary for the operation of the railway of said company.

*Provided*, that no bond or bonds shall be issued by said company until its capital stock has been increased to \$100,000 pursuant to an order of even date herewith, and the full amount thereof has been actually paid in cash and permanently invested in the railway and property of said company to be covered by said mortgage.

Attest: WM. A. CRAFTS,  
Clerk.

JULY 24, 1899.

*Boston, Milton & Brockton Street Railway Company — Sale of New Shares at Auction.*

In the matter of the application of the Boston, Milton & Brockton Street Railway Company regarding the sale at auction of all unsubscribed shares of the capital stock of said company which with others were authorized to be issued by an order of the Board dated July 7, 1899, and which have been offered to the stockholders of said company as required by law, but have not been taken by the stockholders entitled to take the same, — it is

*Ordered*, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder, at not less than their par value in cash; and that the Boston Daily Advertiser, Boston Journal and Quincy Ledger be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: WM. A. CRAFTS,  
Clerk.

JULY 31, 1899.

*South Shore & Boston Street Railway Company — Sale of New Shares at Auction.*

On the application of the South Shore & Boston Street Railway Company for authority under chapter 472 of the Acts of 1894, to sell at auction such shares of its capital stock, authorized by the Board July 24, 1899, as shall not have been subscribed for by the stockholders of said company, — it is

*Ordered*, That the shares of new capital stock authorized by the Board on July 24, 1899, to be issued by the petitioner (then under the name of the Hanover Street Railway Company) which have not been subscribed for by the stockholders entitled to the same, be sold at public auction in the city of Boston, and that the Boston Daily Advertiser, Boston Herald and Boston Journal are prescribed as the

daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,  
Clerk.

SEPTEMBER 7, 1899.

*Amesbury & Hampton Street Railway Company\* — Issue of Mortgage Bonds.*

In the matter of the petition of the Amesbury & Hampton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$50,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board approve an issue of coupon or registered bonds by the said Amesbury & Hampton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$50,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

Attest:

WM. A. CRAFTS,  
Clerk.

NOVEMBER 1, 1899.

*Webster & Dudley Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the Webster & Dudley Street Railway Company for the approval by the Board of the issue of the original capital stock of said company as fixed by the articles of association, to the amount of \$50,000, —

It appearing, upon investigation by the Board, that said company has been duly organized under the general law with an authorized capital stock of \$50,000; that the issue of said capital stock has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the Board authorize and approve the issue by the said Webster & Dudley Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to \$50,000; the said issue or the proceeds thereof to be applied to the following purpose, and to no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Webster and Dudley.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 6, 1899.

*Plymouth & Sandwich Street Railway Company — Sale of New Shares at Auction.*

In the matter of the application of the Plymouth & Sandwich Street Railway Company relative to the sale at auction of 92 shares of the capital stock of said company which were authorized to be issued by the Board by its order dated July 5, 1899, and which have been offered to the stockholders as required by law, but which have not been taken by the stockholders entitled to the same, — it is

*Ordered*, That the 92 shares unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than their par value in cash; and that the Boston



Daily Advertiser, Boston Herald and Boston Evening Transcript be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,

NOVEMBER 7, 1899.

Clerk.

*Athol & Orange Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Athol & Orange Street Railway Company for the approval by the Board, under the provisions of chapter 316 of the Acts of 1895, of an issue of capital stock by said company to the amount of \$18,000 for the purpose of acquiring, holding, equipping and maintaining real estate to be used for a pleasure resort, —

It appearing, after due notice and hearing and upon investigation, that the approval of this Board has been given to the acquisition by the said company of certain real estate to be used as a pleasure resort and that the stockholders of said company, at a meeting called for that purpose, have authorized the issue of capital stock to the amount of \$18,000 in addition to its present capital of \$60,000, for the purpose of acquiring, holding, equipping and maintaining said real estate for use as a pleasure resort; that the purpose for which this issue is to be made is lawful and consistent with the public interest; and that an increase of capital stock is necessary in order to enable said company to provide for the same;

Now, therefore, it being deemed by the Board that an issue of capital stock to the amount of \$17,400 is reasonably necessary for the purpose for which it is desired, — it is

*Ordered*, That the approval of this Board be, and the same is hereby, given to an increase of the capital stock of the said Athol & Orange Street Railway Company by the issue of additional shares to the number of 145, amounting at the par value thereof to \$14,500, the proceeds thereof to be applied to the following purpose, and to no other, namely: To the purchase, equipment and maintenance of the real estate described in the order of this Board of November 6 herewith approving its acquisition.

It is further

*Ordered*, That the market value of said new shares of capital stock at the time of increase at which the said shares shall be offered to the stockholders of the said company, pursuant to the provisions of chapter 472 of the Acts of 1894, be, and the same is hereby, fixed at one hundred and twenty dollars per share.

Attest:

WM. A. CRAFTS,

NOVEMBER 8, 1899.

Clerk.



*Greenfield & Turner's Falls Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Greenfield & Turner's Falls Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$30,000 in addition to its present authorized capital of \$100,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$30,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue the said stock is lawful and consistent with the public interest; and that the proposed increase of capital is necessary in order to enable the company to carry out the same in good faith; and

It being deemed by the Board that the issue of capital stock to the amount of \$30,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of this Board be, and the same is hereby, given to an increase of the capital stock of the said Greenfield & Turner's Falls Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of additional shares of capital stock not exceeding 300 in number, amounting at the par value thereof to \$30,000, the proceeds of said stock to be applied only to the payment and funding of existing floating indebtedness of said company to the amount of \$30,000.

And to determine the market value of said new shares at the time of increase at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472, Acts of 1894, — it is

*Ordered and determined*, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 13, 1899.

*Lexington & Boston Street Railway Company—Issue and Increase of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Lexington & Boston Street Railway Company for authority to issue the original capital stock of said company, to wit, \$170,000, as fixed by its certificate of incorporation under the general law, and also to issue additional capital stock to the amount of \$80,000, so that its entire capital stock shall

amount to \$250,000, for the purpose of building and equipping its railway, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company; that the purpose of the proposed issue and increase of capital stock is lawful and consistent with the public interest, and that the issue and increase are necessary to enable said company to carry out the said purpose in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$250,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the issue, subject to the provisions of all laws applicable thereto, of capital stock of the said Lexington & Boston Street Railway Company to an amount not to exceed \$250,000, said issue to be made for and the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Stock to the amount of \$170,000 par value, or the proceeds thereof, shall be applied to defraying the necessary cost of building the roadbed and tracks and constructing the overhead electric system of the railway of said company upon locations granted to it in the city of Waltham and in the towns of Lexington, Billerica, Bedford and Arlington.

2. Stock to the amount of \$80,000 par value, or the proceeds thereof, shall be applied solely for the necessary cost of the construction and equipment of a power house.

It is further

*Ordered*, That the market value of the new shares of capital stock at the time of increase at which the said shares shall be offered proportionately to the stockholders of said street railway company be, and the same is hereby, for the purpose aforesaid, fixed at one hundred dollars per share.

Attest:                      WM. A. CRAFTS,  
Clerk.

NOVEMBER 20, 1899.

*Gardner, Westminster & Fitchburg Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of building and equipping the railway of said company, —

It appearing, after due notice and hearing, that said company has

been recently incorporated under the general law with an authorized capital stock of \$100,000 ; that said capital stock has been duly subscribed and fifty per cent thereof paid in, in cash ; that the proposed purpose is lawful and consistent with the public interests ; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue by the said Gardner, Westminster & Fitchburg Street Railway Company of shares of its capital stock not exceeding 1,000 in number and amounting at the par value thereof to \$100,000, the proceeds of said shares to be applied to the following purpose and to no other, namely : Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the towns of Gardner and Westminster and the city of Fitchburg.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash : *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$100,000, has been actually paid in, in cash.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 8, 1899.

*New Bedford, Middleborough & Brockton Street Railway Company—  
Issue of Capital Stock.*

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of \$325,000 for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of \$325,000 ; that said capital stock has been duly subscribed and fifty per cent thereof paid in, in cash ; that the proposed purpose is lawful and consistent with the public interests ; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$325,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue by the said New Bedford, Middleborough & Brockton Street Railway Company of shares of its capital stock not exceeding 3,250 in number and amounting at the par value thereof to \$325,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the cities of New Bedford and Taunton and the towns of Bridgewater, Middleborough, Lakeville and Freetown.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash: *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$325,000, has been actually paid in, in cash.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 12, 1899.

*Worcester & Webster Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the Worcester & Webster Street Railway Company for the approval by the Board, under the provisions of chapter 462, Acts of 1894, of an issue of capital stock by said company to the amount of \$150,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of \$150,000; that said capital stock has been duly subscribed; that the proposed purpose is lawful and consistent with the public interests; and that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$150,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue by the said Worcester & Webster Street Railway Company of shares of its capital stock not exceeding 1,500 in number and amounting at the par value thereof to \$150,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the city of Worcester and the towns of Auburn, Oxford and Webster.

Said shares are to be issued to the subscribers to the capital stock



of said company or their assigns upon the full payment of the par value thereof in cash: *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$150 000, has been actually paid in, in cash.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 13, 1899.

*Worcester & Webster Street Railway Company — Issue of Mortgage Bonds.*

In the matter of the petition of the Worcester & Webster Street Railway Company for the approval of the Board of an issue of mortgage bonds by said company to the amount of \$150,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing upon an examination of the assets and liabilities of said company and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$150,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$150,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the said Worcester & Webster Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$150,000 in par value, payable at periods not exceeding twenty years from the date thereof with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 13, 1899.



*Milford, Attleborough & Woonsocket Street Railway Company—  
Issue of Mortgage Bonds.*

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of \$200,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$200,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the Milford, Attleborough & Woonsocket Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$100,000 in par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,  
Clerk.

DECEMBER 20, 1899.

*New Bedford, Middleborough & Brockton Street Railway Company —  
Increase and Issue of Capital Stock and Market Value of  
New Shares.*

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$25,000, in addition to its present authorized capital of \$325,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$25,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said stock is lawful and consistent with the public interest; and that the proposed increase in capital is necessary in order to enable the said company to carry out the same in good faith; and

It being deemed by the Board that the issue of capital stock to the amount of \$25,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the New Bedford, Middleborough & Brockton Street Railway Company by the issue, subject to the provisions of all laws applicable thereto, of additional shares of capital stock not exceeding 250 in number, amounting at the par value thereof to \$25,000, the proceeds of said stock to be applied only toward the payment of the cost of constructing and equipping its railway.

And to determine the market value of said new shares at the time of increase at which the said shares shall be offered proportionately to its stockholders, pursuant to law, — it is

*Ordered and determined*, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 20, 1899.

*New Bedford, Middleborough & Brockton Street Railway Company —  
Issue of Mortgage Bonds.*

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of \$325,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$325,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$325,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the New Bedford, Middleborough & Brockton Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$325,000 in par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum and secured by a mortgage of the railway, equipments and franchises, and other property real and personal, of said company, the proceeds of said bonds to be applied solely to providing for the payment and funding of the existing floating debt of the said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 20, 1899.

*Milford, Attleborough & Woonsocket Street Railway Company — Issue of Capital Stock.*

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the approval by the Board of an issue of capital stock by said company to the amount of \$200,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the provisions of chapter 329, Acts of 1898, with an authorized capital stock of \$200,000; that said capital stock has been duly subscribed; that the proposed purpose is lawful and consistent with the public interests; and that an issue of

capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$200,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue by the said Milford, Attleborough & Woonsocket Street Railway Company of shares of its capital stock not exceeding 2,000 in number and amounting at the par value thereof to \$200,000, the proceeds of said shares to be applied to the following purpose and to no other, namely: Toward the payment of the necessary cost of building and equipping the railway of said company upon the locations duly granted to it in the towns of Milford, Bellingham, Medway, Franklin and Wrentham.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash: *provided, however*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$200,000, has been actually paid in, in cash.

Attest: WM. A. CRAFTS,  
Clerk.

DECEMBER 20, 1899.

*Worcester Consolidated Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Worcester Consolidated Street Railway Company for the approval by the Board of an issue of 1,500 shares of capital stock of a par value of \$150,000, in addition to its present authorized capital of \$700,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount above named has been duly authorized by vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; and that an increase in capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize \$225,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Worcester Consolidated Street Railway Company by the issue, subject to all provisions of



law applicable thereto, of additional shares of capital stock not exceeding 1,500 in number, amounting at the par value thereof to \$150,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt of said company incurred in the construction and equipment of its railway and for other permanent additions to its property.

And to determine the market value of such new shares at the time of increase at which such shares shall be offered proportionately to stockholders, pursuant to law, — it is

*Ordered and determined*, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred fifty dollars per share.

Attest :

WM. A. CRAFTS,  
*Clerk.*

DECEMBER 28, 1899.

*Worcester Consolidated Street Railway Company — Issue of Debenture Bonds.*

In the matter of the petition of the Worcester Consolidated Street Railway Company for the approval by the Board of an issue of debenture bonds by said company to the amount of \$850,000, for the purpose of refunding certain indebtedness of the company and for other purposes specified in its petition, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of debenture bonds to the amount of \$850,000 has been duly authorized by vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and exclusive of the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$840,000 is reasonably requisite for the purposes for which such issue was authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an issue of debenture bonds by the Worcester Consolidated Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$840,000 at par value, payable at periods not exceeding twenty years from the date



thereof with interest at a rate not to exceed five per cent per annum, the proceeds of said bonds to be applied solely to the following purposes, and to no other, namely: —

1. The proceeds of bonds amounting at par value to \$650,000 shall be applied to the refunding of the funded debt of the company, amounting to \$650,000.

2. The proceeds of bonds amounting at par value to \$50,000 shall be applied to the funding of floating debt of the company incurred in the construction and equipment of extension and in the purchase of real and personal property as specified in the petition.

3. The proceeds of bonds amounting at par value to \$45,500 shall be applied to the payment of the cost of building extensions named in the petition.

4. The proceeds of bonds amounting at par value to \$52,500 shall be applied to the payment of the cost of purchasing additional rolling stock.

5. The proceeds of bonds amounting at par value to \$42,000 shall be applied to the payment of the cost of erecting addition to car-house and purchasing additional real estate as set out in the petition.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

*Quincy & Boston Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.*

In the matter of the petition of the Quincy & Boston Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$230,000, in addition to its present authorized capital of \$583,400, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$230,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; and that an increase in capital stock is necessary in order to enable the said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize \$230,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Quincy & Boston Street Railway Company by the issue, subject to all provisions of law

applicable thereto, of additional shares of capital stock, not exceeding 1,840 in number, amounting at the par value thereof to \$184,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt of said company.

And to determine the market value of said new shares at the time of increase at which said shares shall be offered proportionately to stockholders, pursuant to law, — it is

*Ordered and determined*, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred twenty-five dollars per share.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 28, 1899.

*East Taunton Street Railway Company — Sale of New Shares at Auction.*

In the matter of the application of the East Taunton Street Railway Company relative to the sale at auction of 24 shares of the capital stock of said company, which shares with others were authorized to be issued by an order of the Board dated July 20, 1899, and which have been offered to the stockholders of said company as required by law, but which have not been taken by the stockholders entitled to the same, — it is

*Ordered*, That the 24 shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Taunton to the highest bidder at not less than their par value in cash; and that the Taunton Gazette, the Taunton Evening News and the Brockton Enterprise be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,

*Clerk.*

DECEMBER 29, 1899.

EXTENSIONS OF FRANCHISE.

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*East Taunton Street Railway Company — Extension into Lakeville and Middleborough.*

In the matter of the application of the East Taunton Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the towns of Lakeville and Middleborough, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the city of Taunton, and has constructed its railway therein; that the towns of Lakeville and Middleborough adjoin the city of Taunton; that a location has been granted to said company in said city to the boundary line of Lakeville for an extension of its railway to and into said towns of Lakeville and Middleborough; and

It appearing that such extension will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said East Taunton Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said towns of Lakeville and Middleborough as aforesaid.

Attest:                      WM. A. CRAFTS,  
Clerk.

FEBRUARY 15, 1899.

*Woronoco Street Railway Company — Extension into West Springfield.*

In the matter of the application of the Woronoco Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the town of West Springfield, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town of Westfield, and has constructed its railway therein; that the town of West Springfield adjoins the town of Westfield; that the extension of its railway into the town of West Springfield will pro-

mote the convenience of public travel, and that there is no objection shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Woronoco Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the town of West Springfield as aforesaid.

Attest: WM. A. CRAFTS,  
Clerk.

JUNE 13, 1899.

*New Bedford, Middleborough & Brockton Street Railway Company —  
Extension into Taunton.*

In the matter of the application of the New Bedford, Middleborough & Brockton Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the city of Taunton, —

It appearing, after public notice and hearing of all parties interested and desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town (among others) of Lakeville, and has constructed its railway therein; that the city of Taunton adjoins the town of Lakeville; and

It appearing that such extension will promote the convenience of public travel, and that there is no objection thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said New Bedford, Middleborough & Brockton Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said city of Taunton.

Attest: WM. J. McCULLOUGH,  
Assistant Clerk.

JULY 18, 1899.

*Northampton & Amherst Street Railway Company — Extension into  
Hatfield.*

In the matter of the application of the Northampton & Amherst Street Railway Company for authority to extend its railway into the town of Hatfield, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the city of Northampton and that it has constructed its railway therein; that the town of Hatfield adjoins the city of North-

ampton; and that such extension may promote the convenience of public travel; and no objection having been shown thereto in the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of the authority intended, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Northampton & Amherst Street Railway Company into the town of Hatfield, but subject to the provisions of the general laws conferring and relating to the jurisdiction over the location, construction and operation of street railways.

Attest :

WM. A. CRAFTS,  
Clerk.

NOVEMBER 17, 1899.

*Lexington & Boston Street Railway Company — Extension into Concord.*

In the matter of the application of the Lexington & Boston Street Railway Company for authority to extend its railway into the town of Concord, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company has been authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town of Bedford and that it has constructed its railway therein; that the town of Bedford adjoins the town of Concord; and that such extension may promote the convenience of public travel and is not inconsistent with the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Lexington & Boston Street Railway Company into the town of Concord, but subject to the provisions of the general laws conferring jurisdiction over and relating to the location, construction and operation of street railways.

Attest :

WM. A. CRAFTS,  
Clerk.

DECEMBER 11, 1899.

*Stoughton & Randolph Street Railway Company — Extension into Sharon and Holbrook.*

In the matter of the application of the Stoughton & Randolph Street Railway Company for authority to extend its railway into the towns of Sharon and Holbrook, —

It appearing, after public notice and hearing of all parties desiring to be heard, that said street railway company has been authorized by its certificate of incorporation to construct, maintain and operate a



street railway in certain towns within this Commonwealth, but that at the time of the filing of this petition the said street railway company had not constructed its railway in any town adjoining the towns of Sharon and Holbrook and that therefore the petitioner is not entitled to the grant of authority sought under the provisions of chapter 501, Acts of 1896, — it is

*Ordered*, That the petition be dismissed.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 14, 1899.

*Milford, Attleborough & Woonsocket Street Railway Company —  
Extension into Mendon & Hopedale.*

In the matter of the application of the Milford, Attleborough & Woonsocket Street Railway Company for authority to extend its railway into the towns of Mendon and Hopedale, —

It appearing, after public notice and hearing of all parties desiring to be heard, at which hearing the street railway company and the above named towns were represented by counsel, that said street railway company has been duly authorized to maintain and operate a street railway in the town of Bellingham and that it has constructed its railway therein; that the towns of Mendon and Hopedale adjoin the town of Bellingham; and that such extension may promote the convenience of public travel and is not inconsistent with the public interest, —

The Board hereby certify that in their opinion the public convenience requires the granting of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Milford, Attleborough & Woonsocket Street Railway Company into the towns of Mendon and Hopedale, but subject to the provisions of the general laws conferring jurisdiction over and relating to the location, construction and operation of street railways.

Attest :

WM. A. CRAFTS,

*Clerk.*

DECEMBER 20, 1899.

PLEASURE RESORTS.

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*Athol & Orange Street Railway Company—Park in Orange.*

In the matter of the petition of the Athol & Orange Street Railway Company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort may be of advantage to the petitioner and of benefit to the public, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the acquisition by the said Athol & Orange Street Railway Company at a purchase price not to exceed \$1,010 of a certain tract of land situated in the town of Orange, a particular description of which premises appears in the deed from George D. Bates to the said Athol & Orange Street Railway Company and upon a plan of the same on file in this office.

The real estate so acquired is to be held and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 6, 1899.

## JOINT USE OF TRACKS.

*The Dighton, Somerset & Swansea and the Taunton Street Railway Companies, in Taunton.*

In the matter of the petition of the Dighton, Somerset & Swansea Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

*Ordered*, That the Board approve the authority of the said Dighton, Somerset & Swansea Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company from the division line between said city of Taunton and the town of Dighton at North Dighton Village, so called, to Taunton Green in said city of Taunton, as granted by an order of the board of aldermen of said city dated March 16, 1899, and as set forth in an agreement entered into by said companies, dated February 25, 1898, copies of which order and agreement are on file with the petition in this office: *subject, however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 10, 1899.

*The Norton and Taunton and the Taunton Street Railway Companies, in Taunton.*

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

*Ordered*, That the Board approve the authority of the said Norton & Taunton Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company from the corner of Oak and Maple streets to City Square, in said city of Taunton, as granted by an order of the board of aldermen of said city

dated March 16, 1899, and as set forth in an agreement entered into between said companies, dated March 11, 1899, copies of which order and agreement are on file with the petition in this office: *subject, however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest:

WM. A. CRAFTS,  
*Clerk.*

APRIL 10, 1899.

*The East Taunton and the Taunton Street Railway Companies, in Taunton.*

In the matter of the petition of the East Taunton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of certain tracks of the Taunton Street Railway Company in the city of Taunton, after public notice and hearing, — it is

*Ordered*, That the Board approve the authority of the said East Taunton Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company on Main Street, in said city of Taunton, from the intersection of Main and Summer streets to the corner of Weir and Main streets, as granted by an order of the board of aldermen of said city, dated March 16, 1899, and as set forth in an agreement entered into by said companies, under date of April 8, 1899, copies of which order and agreement are on file with the petition in this office: *subject, however*, to such rights as the aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest:

WM. A. CRAFTS,  
*Clerk.*

APRIL 13, 1899.

*The Worcester & Clinton and the Leominster & Clinton Street Railway Companies, in Clinton.*

In the matter of the petition of the Worcester & Clinton Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the use by said company of a certain track and overhead equipment of the Leominster & Clinton Street Railway Company in the town of Clinton, after notice and public hearing, — it is

*Ordered*, That the Board approve the authority of the said Worcester & Clinton Street Railway Company to run its cars over and use the track and overhead equipment of the said Leominster & Clinton Street Railway Company on Chestnut, Union and High streets in the town of Clinton, as granted by an order of the selectmen of said Clinton dated January 9, 1899, and as set forth in an agreement entered into by said companies under the date of August 7, 1899, copies of which order and agreement are on file in this office: *subject, however*, to such rights as the selectmen of said town have or may hereafter have, under the laws of the Commonwealth, to regulate, from time to time, the use of said track and the operation of the rail ways of said companies within the limits of said town.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 10, 1899.

*The South Shore & Boston and the Brockton Street Railway Companies, in Brockton.*

In the matter of the application of the South Shore & Boston Street Railway Company for approval of the joint use of certain tracks in the city of Brockton belonging to the Brockton Street Railway Company, after notice and hearing, — it is

*Ordered*, That the authority of the said South Shore & Boston Street Railway Company to run its cars over the tracks of the said Brockton Street Railway Company on Centre Street in the city of Brockton between Main Street and the boundary line between the city of Brockton and the town of Abington, as given under the terms of a contract entered into by said companies March 11, 1899, and subsequently amended by the agreement of June 26, 1899, and the final agreement of October 18, 1899, copies of which contract and amendments thereto are on file in this office, be, and the same is hereby, approved: *subject, however*, to all rights vested by law in the aldermen of said city with reference to the regulation of the use of said tracks and the operation of said railways.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 1, 1899.

*The Worcester & Webster and the Webster & Dudley Street Railway Companies, in Webster.*

In the matter of the application of the Worcester & Webster Street Railway Company for the approval of the joint use of certain tracks of the Webster & Dudley Street Railway Company in the town of Webster, after notice and hearing, — it is



*Ordered*, That the authority of the said Worcester & Webster Street Railway Company to run its cars over the tracks of the said Webster & Dudley Street Railway Company in Cemetery, East Main, South Main and Main streets in the town of Webster, as given under the terms of a contract entered into by said companies October 21, 1899, a copy of which contract is on file in this office, be, and the same is hereby, approved: *subject, however*, to all laws relating to the regulation of the use of said tracks and the operation of said railways.

Attest:

WM. A. CRAFTS,  
*Clerk.*

DECEMBER 20, 1899.

## LOCATIONS, USE OF ELECTRIC POWER, ETC.

*Newtonville & Watertown Street Railway Company — Approval of Location in Boston.*

On the petition of the Newtonville & Watertown Street Railway Company for approval of a location for a turnout on North Beacon Street, as granted by the board of aldermen of the city of Boston, — it is

*Ordered*, That the Board approve the location granted to the Newtonville & Watertown Street Railway Company by the board of aldermen of the city of Boston and approved by the mayor of said city March 29, 1899, for a turnout on North Beacon Street.

*Ordered, also*, that permission be given said company to make the necessary underground and surface alterations of said streets for the purpose of using the overhead system of electric motive power on said turnout.

Attest: WM. A. CRAFTS,  
Clerk.

APRIL 26, 1899.

*Commonwealth Avenue Street Railway Company — Protest against Location in Newton.*

In the matter of the protest of Maria S. Daniels and nine others, being the majority in value, as determined by the last preceding assessment for taxation, of those owning real estate abutting on Paul Street in the city of Newton, against a location purporting to be granted by the board of aldermen of said city, under date of April 3, 1899, to the Commonwealth Avenue Street Railway Company for an extension of its tracks on said street, said protest being duly filed under the provisions of chapter 578 of the Acts of 1898, —

It appearing to the Board, after public notice and a hearing at which the said protesters and the said city and railway company were represented by their respective counsel and fully heard, that no sufficient reason is shown why, upon the general merits of the case and in the general public interest, the said location should not be approved as hereinafter set forth, — it is

*Ordered*, That the Board approve the said location on Paul Street in the city of Newton, but only as a temporary location which shall

terminate upon the abolition of the grade crossings of the Boston & Albany Railroad with Centre Street in said city; and reserving also to the protesters the right by proper proceedings to impugn or to test the validity of said location upon any questions of law or of due procedure which have been or may be raised in relation thereto.

Attest:

WM. A. CRAFTS,

*Clerk.*

MAY 4, 1899.

*West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Brookline, Cambridge, Everett and Newton.*

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for the approval by the Board, under chapter 413 of the Acts of 1887, of certain locations of tracks, poles and wires and of certain alterations in streets specified in said petition, after public notice and a hearing of all parties desiring to be heard, — it is

*Ordered*, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 151 to 162, both inclusive, in the records of said city; also, certain locations of tracks and poles and rights for alteration of streets and joint use of poles of other corporations, granted to said company by the selectmen of the town of Brookline and by the boards of aldermen of the cities of Cambridge, Everett and Newton, respectively, as set forth in detail in said petition; excepting, however, a double track location in place of the existing single track, on Prospect Street in the city of Cambridge, granted by an order of the board of aldermen of said city dated April 11 and approved April 18, 1899, which said last-named location is reserved for further hearing and consideration by the Board.

Attest:

WM. A. CRAFTS,

*Clerk.*

MAY 13, 1899.

*West Roxbury & Roslindale Street Railway Company — Approval of Locations and Use of Electric Power in Boston.*

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under section 8 of chapter 413 of the Acts of 1887, of certain locations granted to said company in the city of Boston, after public notice and hearing, and no one appearing to object, — it is

*Ordered*, That the Board approve the locations granted to the said West Roxbury & Roslindale Street Railway Company by the board of aldermen of the city of Boston by its order dated April 24, 1899,

for an additional track on Washington Street in said city, and for a single-track extension of its railway on South, Ashland and Oakland streets and on Blue Hill Avenue in said city to the Milton town line, as more fully set forth in said order ; with authority to maintain and use the overhead system of electric motive power on said tracks, and to make such alterations in said public ways as may be necessary for that purpose.

Attest : WM. A. CRAFTS,  
Clerk.

MAY 23, 1899.

*East Taunton Street Railway Company — Connecting Location in Lakeville.*

In the matter of the petition of the East Taunton Street Railway Company for a grant to said company by the Board, under the provisions of section 14 of chapter 578 of the Acts of 1898, of a connecting location in the town of Lakeville, —

It appearing, after notice by publication and otherwise as ordered by the Board to the selectmen of said town of Lakeville and to all persons owning real estate abutting upon the public way in said town on which such location had been previously asked for by the petitioner and refused by said selectmen, and after a public hearing of the said parties and of all other persons and corporations desiring to be heard, that the said East Taunton Street Railway Company has constructed and is operating a street railway in the city of Taunton ; that the corporate franchise of said company extends to and includes also the towns of Lakeville and Middleborough ; that said company has already been granted and has duly accepted a location for an extension of its railway in said city of Taunton and also an original location in said town of Middleborough ; that the said city of Taunton and town of Middleborough adjoin the town of Lakeville ; that a location in said town of Lakeville is necessary to connect such existing locations in the city of Taunton and town of Middleborough ; that a petition of the said company for an original location in the town of Lakeville, necessary to connect the city of Taunton and the town of Middleborough and the existing locations therein as aforesaid, has been refused by a majority of the selectmen of said connecting town ; that within thirty days after such refusal application was made to this Board for a grant of such original and connecting location in said town of Lakeville ; and

It appearing to the Board that no valid and sufficient objection to such location has been shown, and that the public necessity and convenience require the granting of the same, — it is

*Ordered and decreed,* That there be and hereby is granted to the

said East Taunton Street Railway Company a connecting single-track location, with suitable switches, sidings and turnouts, on the Lakeville and Taunton Road or Taunton Street, so called, in said town of Lakeville, extending across said town on said street from the boundary line between said town and the city of Taunton on the west to the boundary line between said town and the town of Middleborough on the east; and said company is hereby authorized to operate its cars on said location by electricity with the single trolley system, and to erect and lay all poles and wires necessary for that purpose.

Subject, however, to the following terms, conditions and obligations:—

1. The location of tracks, sidings, poles, etc., on said Taunton Street in said town shall be substantially as shown on plans made by Luther Dean, engineer, Taunton, Mass., 1899, entitled "Location Plans for East Taunton Street Railway Company, Lakeville, Mass." A copy of said plans is on file in the office of this Board and may be referred to, and another copy of the same shall be filed with the selectmen of Lakeville within ten days after the date of this decree. Changes in the details of said plans may be made with the approval of said selectmen.

2. The work of laying down said tracks, with proper provision for the drainage of said street where the same are laid, shall be subject to the direction and approval of said selectmen.

3. The tracks shall be laid in conformity with the existing or established grade of said street, the grade lines to be subject to the approval of said selectmen; and in case the grade of any part of said street is hereafter changed by proper authority, the expense of taking up and relaying the tracks shall be borne by said railway company.

4. All rails shall be "Tee" rails of not less than fifty-six pounds weight per yard. The space between the rails and eighteen inches outside thereof shall be filled to the depth of six inches with gravel of kind and quality approved by said selectmen.

5. All poles shall be of good quality of chestnut, and shall be painted in such manner and as often as said selectmen require. Bracket construction shall be used to support the wires, with span-wire construction where necessary at curves.

6. All street crossings and driveways shall be planked, and the entire roadbed shall be finished, in a manner approved by said selectmen.

7. All rubbish from the building, alteration or repair of its tracks shall be promptly removed from said street by said company, and the street shall be left in as good and safe condition for public travel as it was when the laying of tracks was commenced. In case said company neglects to keep its tracks in proper condition or repair, and the



street is thereby rendered unsafe or inconvenient for public travel, necessary and reasonable repairs may be made by said town under the direction of its selectmen, and the cost thereof shall be paid by said company.

8. Said town shall not be responsible to said company for damage occasioned by the bursting of any water pipe or sewer or caused by any other use of said street which is lawfully made or permitted by said town.

9. The authority given to said company by this decree shall not abridge the rights of said town in said street; and a right is reserved to said town to revoke so much of the authority and permission hereby granted as shall interfere with its right to dig up and to use said street for any other lawful public use. If at any time said town lays sewer mains or other pipes in said street or makes alterations or excavations therein, and it becomes necessary to remove any of the tracks or poles of said company in so doing, the expense of such removal or replacing of said tracks or poles shall be borne by said company.

10. Single fares on said railway within the limits of said town shall not exceed five cents each; and for pupils attending public schools in said town shall not exceed three cents each either to or from school; *provided, however*, that all rates of fare shall be subject to revision by this Board from time to time as provided by law.

11. Within thirty days after the date of this decree said company shall file with said selectmen a bond of the company in the penal sum of five thousand dollars, duly executed and conditioned to construct, equip and operate the railway located as aforesaid within eighteen months after the date hereof, and faithfully to comply with all the conditions and to perform all the obligations imposed upon said company by this decree, and to save said town harmless from all damages caused to any person by the negligence of the agents or servants of said company in operating said railway, or arising from any defect in said street which is due to the improper construction or maintenance of the same.

12. If in any matter which requires as aforesaid, during the first construction and equipment of said railway, the direction or approval of the board of selectmen of said town, the said board refuses so to direct or approve, or fails to give a decision thereon for one week after notice and request by said company, such matter may be referred to this Board, which shall have power forthwith to determine the same as justice and the public interest seem to it to require.

By order of the Board,

WM. A. CRAFTS,

*Clerk.*

*West End Street Railway Company — Approval of Location in Cambridge.*

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for the approval by the Board, under chapter 413 of the Acts of 1887, of a double track location in place of the existing single track location on Prospect Street in the city of Cambridge, after public notice and a hearing of all parties desiring to be heard, — it is

*Ordered*, That the Board approve the location aforesaid as granted to said company by the board of aldermen of said city of Cambridge by an order of said board dated April 11 and approved April 18, 1899.

Attest:

WM. A. CRAFTS,

*Clerk.*

JUNE 23, 1899.

*Lexington & Boston Street Railway Company — Protest against Location in Lexington.*

In the matter of the written protest of certain owners of real estate abutting upon Waltham Street in the town of Lexington against a location granted by the selectmen of that town on said street from Forest Street to Massachusetts Avenue, by order dated July 13, 1899 (amended by order of August 3, 1899), it appearing, after public notice and hearing that the acceptance of the said location filed on behalf of the Lexington & Boston Street Railway Company was not acted upon by the directors of said company as required by law, this Board declines to approve said location. For this reason the proceedings under said protest are dismissed, without passing upon the merits of the case, and without prejudice to the rights of the railway company to petition anew for such or a similar location.

Attest:

WM. A. CRAFTS,

*Clerk.*

NOVEMBER 6, 1899.

*Lexington & Boston Street Railway Company — Approval of Location in Lexington.*

In the matter of the request for the approval by the Board, under the provisions of chapter 578, Acts of 1898, of a location granted by the selectmen of the town of Lexington to the Lexington & Boston Street Railway Company upon Waltham Street, a public way in that town, a protest having been filed against the same by Hammon Reed and others owning real estate abutting upon said street, — after public notice and hearings at which the protesting abutters, the street railway company and the town of Lexington were represented by counsel and were fully heard, —

It appearing to the Board that the location has been duly granted to the said street railway company upon said Waltham Street by the selectmen of the town of Lexington acting properly and in the due performance of their official duties in regard to the same; that the protest of those owning real estate upon said street has been duly filed in accordance with the provisions of the statute; that the public necessity and convenience require that the location granted as aforesaid become valid and that the general public interest demands the approval of the same, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to the location above granted to the Lexington & Boston Street Railway Company in and upon Waltham Street in the town of Lexington.

Attest:                      WM. A. CRAFTS,  
Clerk.

DECEMBER 13, 1899.

*Norfolk Suburban Street Railway Company — Approval of Location and Use of Electric Power in Boston.*

In the matter of the petition of the Norfolk Suburban Street Railway Company for the approval of a location in the city of Boston, after public notice and a hearing, — it is

*Ordered*, That the approval of the Board be, and the same is hereby, given to a location granted to the Norfolk Suburban Street Railway Company by the Board of Aldermen of the city of Boston under and in accordance with an order dated November 8, 1899, extending from a point near Oakland Street through River Street and the square formed by the junction of River Street with Blue Hill Avenue and Oakland Street to the Milton line, and extending on Washington Street from a point near Dorchester Avenue through said street and a public way known as Washington Street to the Milton line, and extending in Adams Street from a point near Dorchester Avenue through said Adams Street and the said public way known as Washington Street to a point connecting with the location herein set out, together with all necessary connections with existing systems of said company and the West Roxbury & Roslindale Street Railway.

It is further

*Ordered*, That permission be, and the same is hereby, given to make such underground and surface alterations in such streets as may be necessary for establishing and maintaining an electric overhead system of motive power for the operation of the railway upon the location aforesaid.

Attest:                      WM. A. CRAFTS,  
Clerk.

DECEMBER 22, 1899.

REVISION OF FARES.

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## PETITION OF ALDERMEN OF EVERETT FOR REVISION OF FARES BETWEEN EVERETT AND BOSTON ON THE LYNN &amp; BOSTON RAILROAD.

In the matter of the petition of the board of aldermen of the city of Everett, under section 23 of chapter 578 of the Acts of 1898, for a revision and reduction of the street railway fares between said city and the city of Boston as now established by the Lynn & Boston Railroad Company, whose railway is located in part in said city of Everett, —

It appearing, after due notice to the parties interested and public hearings at which the petitioners, the respondent company and the Boston Elevated Railway Company were represented by their respective counsel and fully heard, and after taking into account all the facts and conditions of the case, including the effect upon the whole railway system of the respondent company of the desired reduction of fares, that such reduction is reasonable; and that the rate of fare as hereinafter fixed is not below the average rate charged for similar service by other street railway companies which, in the judgment of the Board, are operated under substantially similar conditions, — it is

*Ordered*, That the fares established as aforesaid by the said Lynn & Boston Railroad Company be revised and regulated as follows: —

1. The fare per passenger for a single ride in either direction between any point on the lines operated by said company in the city of Everett, and Scollay Square in the city of Boston, passing through the city of Chelsea, or for any shorter ride in either direction within the limits aforesaid, shall not exceed five cents.

2. If the car taken by a passenger does not run the whole distance which such passenger desires and is entitled to ride for a five-cent fare as aforesaid, such passenger shall upon request, and without additional charge, be transferred to and conveyed the remainder of such distance in the next connecting car of said company running in the same direction.

3. These regulations shall go into effect on the 10th day of July, 1899.

Attest:

WM. A. CRAFTS,

*Clerk.*

JUNE 28, 1899.

## MISCELLANEOUS STREET RAILWAY MATTERS.

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BOSTON ELEVATED RAILWAY COMPANY — APPROVAL OF MODIFIED PLANS.

The modifications and changes of the Boston Elevated Railway plans heretofore approved by the Board on July 11, 1898, which are shown on the annexed plans numbered 20013, 20014, 25021, 25022 and 25038 are hereby approved.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

JANUARY 20, 1899.

*Commissioners.*

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## BOSTON ELEVATED RAILWAY COMPANY — APPROVAL OF MODIFIED PLANS.

Upon the petition of the Boston Elevated Railway Company, and after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 25450 to 25463, inclusive, showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans of certain plans numbered 20021 to 25027, inclusive, heretofore approved by the Board on July 11, 1898, and of certain amended plans numbered 25021 and 25022, heretofore approved by the Board on January 20, 1899, are hereby consented to.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

APRIL 18, 1899.

*Commissioners.*



## BOSTON ELEVATED RAILWAY COMPANY — APPROVAL OF MODIFIED PLANS.

Upon the petition of the Boston Elevated Railway Company, and after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 25464 to 25490, inclusive, dated June 20, 1899, and showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans numbered 25028 to 25030, inclusive, and 25035 to 25041, inclusive, heretofore approved by the Board on July 11, 1898, and of a certain amended plan numbered 25038, heretofore approved by the Board on January 20, 1899, are hereby consented to.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

JULY 7, 1899.

## BOSTON ELEVATED RAILWAY COMPANY — APPROVAL OF MODIFIED PLANS.

Upon the petition of the Boston Elevated Railway Company, after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 26150 to 26163, inclusive, showing proposed location of tracks and form and method of construction of a portion of the railway of said company, are hereby approved by the Board; and the modifications and changes which are shown on said plans of certain plans numbered 25030 to 25035, inclusive, heretofore approved by the Board on July 11, 1898, are hereby consented to.

JAMES F. JACKSON,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,

*Commissioners.*

DECEMBER 4, 1899.

## ORGANIZATION OF NEW STREET RAILWAY COMPANIES.

Certificates of compliance with the requirements of the general law preliminary to incorporation, were issued to the following new street railway companies during the last calendar year: —

Amesbury & Hampton, . . . . .	March	20, 1899.
Blue Hill, . . . . .	July	20, 1899.
Bristol County, . . . . .	December	22, 1899.
Brockton & Plymouth, . . . . .	October	2, 1899.
Clinton & Hudson, . . . . .	May	24, 1899.
Easton, . . . . .	July	18, 1899.
Gardner, Westminster & Fitchburg, . . . . .	April	13, 1899.
Georgetown, Rowley & Ipswich, . . . . .	June	14, 1899.
Grafton, Upton & Milford, . . . . .	May	5, 1899.
Holbrook & Weymouth, . . . . .	March	6, 1899.
Lexington & Boston, . . . . .	May	17, 1899.
Linwood, . . . . .	October	27, 1899.
Medfield & Medway, . . . . .	October	20, 1899.
Needham & Boston, . . . . .	January	10, 1899.
New Bedford, Middleborough & Brockton, . . . . .	March	21, 1899.
Northampton & Amherst, . . . . .	February	16, 1899.
Stoughton & Randolph, . . . . .	July	18, 1899.
Ware, . . . . .	October	31, 1899.

## [F.]

## MISCELLANEOUS REPORTS AND ORDERS.

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COVE STREET EXTENSION.

*In Board of Railroad Commissioners and Street Commissioners of the City of Boston, Sitting as a Joint Board, under the Provisions of Chapter 388 of the Acts of the Year 1897, March 8, 1899.*

And now after due public notice and hearing, the City of Boston being represented by its corporation counsel, the Boston Terminal Company by J. H. Benton, Jr., Esq., and the South Boston Improvement Association by H. Eugene Bolles, Esq., and all other parties and persons having been heard who desired to be heard, —

The said Street Commissioners presenting a plan entitled “City of Boston, Cove Street Extension, City Proper, January 20, 1899, William Jackson, City Engineer,” for the location and construction of an extension of Cove Street under said chapter 388 of the Acts of 1897; — it is

*Determined* by the said joint Board that the time when the extension of Cove Street according to said plan shall be begun, shall be on the tenth day of March, 1899.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,  
*Railroad Commissioners.*

JOHN P. DORE,  
JOHN H. DUANE,  
SALEM D. CHARLES,  
*Street Commissioners.*

BOSTON, CAPE COD & NEW YORK CANAL COMPANY — ISSUE OF STOCK  
AND BONDS.

*In Board of Railroad Commissioners and Harbor and Land Commissioners, Sitting as a Joint Board, June 26, 1899.*

In the matter of the petition of the Boston, Cape Cod & New York Canal Company for the approval by the said joint Board, under chapters 448 of the Acts of 1899 and 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$6,000,000, and also of an issue of bonds by said company to the amount of \$6,000,000, for the purpose of building and equipping a ship canal, and of defraying the cost and expense incident thereto, as set forth in said petition, —

It appearing, after public notice and hearing, that said company has been chartered by said chapter 448 of the Acts of 1899 for the purpose of constructing and maintaining a ship canal extending from Buzzard's bay to Cape Cod or Barnstable bay, through the towns of Bourne and Sandwich, or either of them, with a required capital stock of \$6,000,000, and with authority also to issue bonds not to exceed its capital stock at the time actually paid in; and

It being deemed by the said joint Board that an issue of capital stock and an issue of bonds by said company to an amount not to exceed \$6,000,000 each, to be issued from time to time as hereinafter provided, may be reasonably requisite for the purposes for which such issues have been authorized as aforesaid, — it is

*Ordered,* That the said joint Board approve an issue by the said Boston, Cape Cod & New York Canal Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed in the whole 60,000 shares of its capital stock, amounting at the par value thereof to \$6,000,000, and of not to exceed in the whole at the par value thereof \$6,000,000 of its bonds, payable at periods not exceeding fifty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of its franchise, canal, equipment, and all of its property, real and personal; the said stock and bonds, or the proceeds thereof, to be applied to the purposes set forth and specified in said chapter 448 of the Acts of 1899, and to no other purpose; and the issues of the said stock and bonds to be made in the manner and upon the terms and conditions following, and not otherwise: —

1. The capital stock of said company shall be duly subscribed, and said company shall be duly organized, and its corporate organization shall be duly maintained, as regards the choice of officers and otherwise, in the manner provided in the general laws of this Com-

monwealth relating to railroad corporations. It shall have its office and hold its meetings in this Commonwealth; and its books, records and contracts shall be submitted to said joint Board whenever requested by it for examination.

2. No shares of stock or bonds shall be issued except upon payment of the par value thereof in cash, or in payment for labor performed and material furnished in construction, or in payment for property acquired, or to provide means for funding its floating debt, or for the payment of money borrowed for any lawful purpose, as authorized by said chapter 448 of the Acts of 1899.

3. All certificates of stock and all bonds of said company shall be certified and issued only by and through the New England Trust Company of Boston, or some other Massachusetts trust company approved by said joint Board, under an indenture of trust of which the terms and conditions have been also so approved; and the same trust company shall be made the trustee in the mortgage securing the bonds.

4. Upon the due authorization by votes of the stockholders of said Canal Company of issues of its capital stock and mortgage bonds to the amounts aforesaid, and upon the due execution and delivery of such indenture of trust and mortgage, said Canal Company may execute and deliver to such trust company its certificates of stock and mortgage bonds to an amount not exceeding at par \$6,000,000 each; but the said certificates of stock and bonds shall be certified and issued by such trust company only as follows:—

(1) Stock to the amount of \$140,000, and bonds to a like amount, shall be certified and issued to said Canal Company, or its order, as soon as a deposit of \$200,000 has been made by said Canal Company with the treasurer of the Commonwealth in accordance with the provisions of section 23 of said chapter 448 of the Acts of 1899, the said stock and bonds, or the proceeds thereof, to be applied to the following purposes and to no other, namely: To reimburse the company for the deposit made as aforesaid, to provide means for making the deposits and payments required by sections 14 and 20 of said chapter 448, and to defraying the necessary cost incurred in making surveys and plans for the location and construction of the canal authorized by said chapter.

(2) Said trust company may certify and issue in like manner such further amounts of stock and bonds, not to exceed in the aggregate (including the issues above mentioned) \$6,000,000 each, as from time to time, on the application of said Canal Company, shall have been approved and certified by said joint Board, in the manner provided in chapter 462 of the Acts of 1894, as reasonably requisite to enable said Canal Company, promptly and in good faith, to carry out the purposes set forth and specified in said chapter 448 of the Acts



of 1899: *provided*, that the total amount of bonds so approved, certified and issued shall at no time exceed the total amount of capital stock then actually paid in and outstanding as aforesaid.

JOHN E. SANFORD,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,  
*Railroad Commissioners.*

WOODWARD EMERY,  
CLINTON WHITE,  
*Harbor and Land Commissioners.*

REPORT OF THE JOINT BOARD UPON THE SUBJECT OF RELOCATING AND  
WIDENING THE NEW BEDFORD AND FAIRHAVEN BRIDGE OVER THE  
ACUSHNET RIVER.

*To the Honorable the Senate and House of Representatives of the Commonwealth in General Court assembled.*

By chapter 99 of the Resolves of 1899, the Board of Railroad Commissioners and the Board of Harbor and Land Commissioners were constituted a Joint Board for the purpose of investigating and reporting upon the subject of relocating and widening the New Bedford and Fairhaven bridge over the Acushnet River.

The resolve reads as follows: —

RESOLVE TO PROVIDE FOR AN INVESTIGATION BY THE BOARD OF RAILROAD COMMISSIONERS AND THE BOARD OF HARBOR AND LAND COMMISSIONERS RELATIVE TO THE RELOCATING AND WIDENING OF THE OLD BRIDGE OVER THE ACUSHNET RIVER BETWEEN THE CITY OF NEW BEDFORD AND THE TOWN OF FAIRHAVEN.

*Resolved*, That the board of railroad commissioners and the board of harbor and land commissioners, who are for this purpose constituted a joint board to act by a majority vote of all the members thereof, are directed to consider the matter of the completion of the New Bedford and Fairhaven bridge over the Acushnet river, and to report to the next general court on or before the fifteenth day of January, what has been the expense of said bridge as far as constructed; also to report how and in what manner the bridge and the approaches thereto on the New Bedford side should be completed, including the abolition of any railroad grade crossing, the probable expense thereof, and by whom the work should be done, and by what parties the expense thereof should be borne and paid; and that no contracts be made by the county commissioners of Bristol county in respect to said bridge until authorized by the general court. [*Approved June 2, 1899.*]

The Joint Board published notices in sundry newspapers, in order to give all persons interested an opportunity to be heard, and gave

hearings at the office of the Railroad Commissioners in Boston. They also personally pursued inquiries and made investigations. In a body they inspected the locality of the proposed bridge at New Bedford, and all places in the vicinity which might tend toward aiding in a solution of the questions involved.

The interests to be affected were represented by eminent counsel, who laid before the Joint Board the history of proceedings relative to the bridge from its inception; presented the points of view and the interests both of public and private nature involved in the undertaking, and prepared and argued elaborate printed briefs in support of their contentions. Stenographic reports of the hearings before the legislative committee of last winter, and of a hearing before the Grade Crossing Commissioners, appointed prior thereto, were placed in the possession of the Board and freely referred to.

After fully hearing all desiring to be heard and carefully considering the questions presented, the Joint Board unanimously concur in answering the questions submitted to it by the Legislature as follows:—

I. — *With Reference to the Expense of said Bridge as far as constructed.*

The treasurer of the county of Bristol reports that the whole amount expended on account of the New Bedford and Fairhaven bridge from the first itemized charge in 1894 down to January 1, 1900, is \$810,-932.30. This sum includes:—

The construction account of the bridge proper, . . .	\$632,078 09
The land damage account, . . . . .	129,854 21
The interest on county notes, . . . . .	49,000 00

II. — *How and in what Manner the Bridge and the Approaches thereto on the New Bedford Side should be completed, including the Abolition of Any Railroad Grade Crossings.*

The Board did not consider this as a purely grade crossing question, but as one involving the proper approaches of an expensive highway bridge seventy feet wide, with some attempt at architectural effect, and realized that it should be studied with reference to its having been already more than half built, and to its being finished with some regard to the wishes of the community upon whom would fall a large part of the burden of paying for it.

In this deliberation, the existence of a steam railroad crossing with its necessarily attendant dangers and inconveniences was an essential factor.

A brief review may aid in comprehending the present situation: An ancient highway, thirty feet in width, crossed the Acushnet River

between the town of Fairhaven and the city of New Bedford by a bridge and over the intervening Pope's and Fish islands. On the New Bedford side this highway was intersected by the tracks of the Old Colony Railroad at grade, in the year 1873, and trains for passengers and freight have since passed and re-passed along the water front of the city daily, at frequent intervals intercepting public travel over the highway.

The Union Street Railway was granted a location in the highway in 1872, and has since operated its cars therein and across the Old Colony Railroad, at grade.

In May, 1893, by chapter 368 of the Acts of that year, the Legislature authorized the county commissioners of Bristol County to rebuild the bridge between New Bedford and Fairhaven, and limited the expense thereof to \$200,000. The same act also authorized the commissioners to construct the approaches at a common grade with the railroad, should they deem it advisable, or to require the mayor and aldermen of New Bedford to institute proceedings under the grade crossings act, chapter 428 of the Acts of 1890, when the question would be left to the commission appointed by the superior court.

Under the authority of the act of 1893, the county commissioners caused plans to be made for both a grade and an overhead bridge. In 1894, by chapter 239 of the Acts, the Legislature authorized an increased expense of \$150,000, thereby limiting the cost to \$350,000, which was to be exclusive of land damages; and upon petition of the citizens of Fairhaven and Acushnet, by chapter 530 of the Acts of that year, allowed a change in the eastern terminus of the bridge.

From 1894 to 1896 various plans were proposed for the abolition of a number of grade crossings in New Bedford, including the Bridge Street crossing, but the city and railroad were unable to agree on any plan.

On July 11, 1896, the county commissioners, after a number of hearings, decreed that in their judgment the public convenience and necessity required that the bridge should be constructed at grade with the railroad. In August, 1896, the commissioners awarded a contract for construction between Fairhaven and Fish Island, according to plans approved and decreed by them. At that time they were authorized to expend only \$350,000, exclusive of land and other damages. During the winter of 1896 and 1897, it was found that the appropriation heretofore made was insufficient, and the Legislature was asked to authorize an additional amount, which was given by chapter 200 of the Acts of 1897, making the total \$450,000.

During that year, owing to the requirements by federal authority for a draw with two openings, of 100 feet each in width, the county commissioners found that they would be unable to complete the

bridge as they had planned (at grade) for the amount allowed by the Legislature, and asked for authority to spend more money. By chapter 387 of the Acts of 1898, they were authorized to expend for the total construction of the bridge, without damages, \$800,000, thereby increasing the original authority \$600,000, or 300 per cent. The same act would seem to confirm the action of the county commissioners in laying out the bridge at grade with the railroad. The original decree of July 11, 1896, established the bridge at grade across Fish Island; but by a decree of the commissioners, May 23, 1898, following the fixed elevation of the draw, a new grade was determined by which the roadway was raised an average of seven and one-half feet across the island.

In January, 1899, a bill was presented to the Legislature making it mandatory upon the county commissioners to construct the bridge and approaches thereto on the New Bedford side over the tracks, providing that the western approach should not be farther west than Acushnet Avenue, and that the difference in cost above that for a grade bridge should be apportioned under the grade crossing act of 1890. Said difference in cost would amount, for construction and including damages, to probably \$700,000, making the total cost about \$1,500,000; and of this extra cost it was proposed to apportion twenty-five per cent on the Commonwealth, sixty-five per cent on the railroad, and the balance on parties benefited, as provided in the original act.

Various amendments were proposed to this act, and toward the end of the session a new bill (Senate Document No. 337) was proposed, which authorized the superior court to appoint a commission who were to have power to say whether the bridge should be built overhead or at grade, and to apportion the cost upon the Commonwealth, the railroad and the city. This bill was rejected, and the whole subject of completing the bridge was placed in the hands of the Joint Board of Railroad Commissioners and Harbor and Land Commissioners, to report to the Legislature their findings.

A careful study of the legislation and the testimony submitted would seem to indicate that it was not the original intention to build such a structure as has already been erected, and the amount of money so far expended is far in excess of what public convenience and necessity required. At present, however, there exists a very expensive structure, now partially completed, and the citizens of New Bedford are not satisfied that the bridge shall end as was originally intended, but wish to have it carried farther into the city. This local sentiment is strong. It was apparent at the hearings before the Joint Board, where, in the brief of counsel, it was suggested that the city was ready to bear an unusual portion of the expense pertain-



ing to the overhead structure. Recent acts of the city council of New Bedford confirm this attitude.

The railroad crossing at the western location of the bridge is an extension from the New Bedford depot to the wharves, for the purpose of reaching their steamboat connections and to carry freight to and from private wharves, and is not used by express trains, and in this respect may be differentiated from the more important grade crossings on main lines. The danger, however, at this particular crossing, is emphasized by the existence of an electric railway, which has practically secured an exclusive right of way across this bridge, and promises to become the New Bedford end of a growing system.

With this situation facing us, a difficult problem is presented. Danger is a word of as uncertain significance as there are minds to be affected by it. Few would have the hardihood to deny its existence at this crossing, or that with the passage of time and the growth of population and business it would not materially increase, even if minimized for the present by restrictions and regulations.

The policy of the Commonwealth as to the separation of grade crossings is firmly established, as is its rule against permitting electric railways to cross steam railways at grade whenever it can be avoided. The large number of occasions in which, from various causes, electric cars become stalled while crossing steam railroad tracks, may be cited as testimony in confirmation of the wisdom of this rule. For this reason the Legislature has passed an act authorizing electric railway companies to take land for the purpose of constructing bridges over or ways under railroad locations.

In view, then, of the existence of a partially constructed bridge of magnificent proportions; of the strong sentiment in and demand of New Bedford that it shall be finished as an overhead structure across the railroad tracks, and avoiding Bridge Square as a terminal; of the existence of danger and inconvenience of a public grade crossing at this place, and of the added peril by reason of the presence of an electric railway promising to be double-tracked and the end of a system in the near future, — the Joint Board has finally reached the unanimous conclusion to recommend the abolition of the public grade crossing at Bridge Street and the construction of an overhead bridge. This will unavoidably leave a private crossing for the abutters between the railroad and the river, which will have to be preserved as are the other private crossings farther to the south, and to this extent will prevent the entire elimination of this grade crossing.



III. — *As to the Probable Expense Thereof.*

It was early seen that the expense of carrying an overhead structure, with proper approaches, into the city of New Bedford, would be very great. It was fully realized that the expenses thus far incurred are in many quarters deemed most lavish and extravagant, have become a subject of general comment and stricture and excited apprehension on the part of tax payers; and that the city of New Bedford, however much her citizens might desire to have this work carried out to completion on the scale upon which it had begun, could not disregard the fact that she already was burdened with a heavy tax rate.

Several plans were presented to the Joint Board. One contemplated beginning at the east side of Fish Island and ending at Second Street. Two other plans were shown — one more and one less expensive to build. The first of these latter plans would involve the payment of additional grade damages on Fish Island and a large amount on the New Bedford side. This was urged, as affording the finest approach into the city of New Bedford, as comporting with the dignity and character of the entire bridge structure, and as creating an opportunity for advantageously widening adjacent streets and furnishing a boulevard for the embellishment of the city. Estimates were given of the cost, at from \$642,000 to \$750,000. It seemed to the Board that something satisfactory from the esthetic as well as the utilitarian point of view could be accomplished at considerably less cost; and after due deliberation it was concluded that an elevated structure seventy feet wide, to begin at the west side of Fish Island and rising at a grade of less than three per cent to an elevation over the railroad track that would give sixteen vertical feet in the clear for car space underneath, and thence descending by a grade not to exceed three per cent to Water Street, would meet and fulfil all the requirements of the situation.

As no appropriation for furnishing the Board with the services of an expert bridge engineer to deal with this purely technical problem of architectural engineering had been provided, the Joint Board was obliged to rely largely upon gratuitous advice and assistance in making this estimate.

The Joint Board is of opinion that the total expense, including land and grade damages, of completing the way as already laid out across Fish Island and of constructing an overhead bridge, beginning at the western end of Fish Island, crossing the channel and the railroad and landing at Water Street, ought not to exceed the sum of \$450,000. This estimate, while large, is not calculated to provide for any further payments of damages excessively disproportionate to assessed valuations.

IV. — *By Whom should the Work be done?*

In view of the extravagant expenditure of public money by the county commissioners and the fact that the remaining portion of the bridge to be built is within the limits of New Bedford, it seems proper to suggest that city as the most fitting and suitable party to proceed with the completion of the undertaking. It is for her interest that it should be done as economically as may be, for on her will fall a great part of the burden. She will also be better able to provide for and adjust the approaches through her streets to meet the termination of the bridge proper within her limits.

The railroad company disclaims any desire to build that portion of the structure to be erected within the lines of the railroad location, but is willing that it should be done by the city. Furthermore, the other parties interested will be watchful for careful and economical expenditures.

It is accordingly recommended that the city of New Bedford be the party by whom the work should be done.

V. — *By what Parties the Expense thereof should be Borne and Paid.*

In view of all the foregoing and of the peculiar conditions which exist, and of the unusual character and proportions of the bridge, and also of the fact that a private crossing with its attendant expense and dangers is left for the railroad company to deal with as best it may, it is obvious that it would be unjust to expect the Commonwealth and the railroad company to pay more than an equitable proportion of the cost of abolition. Such deviation from the grade crossing act of 1890 has been recognized when special conditions have called for apportionment of cost adapted to the peculiar circumstances of the case.

The city of New Bedford presents no claim to be exempt from bearing its full share of a great improvement, from which, more than all other parties, she will derive benefit and satisfaction.

The Union Street Railway Company would be the recipient of benefits from the proposed elevated structure that would justify charging to it a portion of the expense thereof. The Union Street Railway Company has secured privileges from New Bedford, Fairhaven and the county commissioners, with a view of being confirmed in exclusive occupation of this bridge with its railway. Without discussing the scope or validity of these privileges, there is little doubt of a continuance of its possession of an exclusive location over the bridge. Street railway accommodation is needed, and so long as it is given by this company it is not likely that any disturbance of occupation

will take place. The bridge was widened in order to give space for the tracks of the railway without incommoding other traffic.

The Legislature has recognized by general laws and by special enactments the propriety of imposing upon street railways, under special conditions, a portion of the expense of public improvements by which they were particularly to be benefited.

The Joint Board feels justified in this case in recommending that the Union Street Railway Company be assessed a fair percentage of the cost of all the New Bedford end now remaining to be built.

The town of Fairhaven would receive a distinct, special benefit from its abolition, and therefore should bear a part of the expense.

The expense already incurred in building the bridge from the Fairhaven shore to Fish Island is too great to justify the suggestion that any towns in Plymouth County be charged with a contribution larger than is limited by chapter 460 of the Acts of 1899.

While the resolve does not in words require a report on the proper apportionment of the expense upon the parties by whom it should be borne and paid, nevertheless, considering the true purpose and intent of the resolve, it is believed that the report would be considered incomplete unless a recommendation to that effect were included. Indeed, to fix the proportions is but a step beyond discriminating the parties.

The Joint Board has estimated that an expense of completing the bridge, in the manner hereinbefore recommended, by an overhead structure, ought not to exceed \$450,000. The estimate of \$220,000 for completing the bridge at grade has been given by other reliable authority. The difference between these two amounts, that is, the sum of \$230,000, would seem, then, to be properly chargeable to the overhead structure, and to be the sum fairly to be apportioned by this report. As, however, this sum is but an estimate and liable to variation, it is recommended that the expense of that portion of the bridge under consideration, whatever it may ultimately be found to be, shall be divided and paid as follows : —

The Commonwealth to pay 12 per cent, in no event to exceed	\$30,000
The New York, New Haven & Hartford Railroad to pay 33 per cent, in no event to exceed	90,000
The Union Street Railway Company to pay 10 per cent, in no event to exceed	25,000
The town of Fairhaven to pay 5 per cent, in no event to exceed	12,500
The city of New Bedford to pay the balance.	

The sum of \$220,000, which is the estimate for finishing the bridge at grade, is left to be apportioned under the terms of the original bridge act.

It is further suggested that any bill drafted in pursuance of these recommendations should contain provision to secure an application of the betterment law in all suits brought for damages to private property.

WOODWARD EMERY,  
JAMES F. JACKSON,  
GEORGE W. BISHOP,  
HERSEY B. GOODWIN,  
CLINTON WHITE,  
CHARLES C. DOTEN,  
*Joint Board of Railroad and Harbor and  
Land Commissioners.*

JANUARY 22, 1900.

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#### APPOINTMENT OF RAILROAD INSPECTOR.

IN BOARD OF RAILROAD COMMISSIONERS, September 20, 1899.

*Ordered,* That Grafton Upton of Everett, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1899, and terminating on the first day of October, 1902, unless sooner removed for cause.

Attest:                      WM. J. McCULLOUGH,  
*Assistant Clerk.*

[G.]

## EXPENSES OF OFFICE.

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Rent of office, . . . . .	\$3,398 33
Care of office and messenger, . . . . .	750 00
Experts, . . . . .	3,368 00
Expenses of railroad inspectors, . . . . .	586 56
Stenography and typewriting, . . . . .	195 76
Printing and binding, . . . . .	339 89
Newspapers and publications, . . . . .	101 65
Advertising, . . . . .	81 85
Express, . . . . .	102 23
Postage, . . . . .	207 75
Telephone and telegrams, . . . . .	163 02
Typewriter and supplies, . . . . .	63 00
Stationery, . . . . .	143 18
Furniture and repairs, . . . . .	230 24
Electric light fixtures, . . . . .	77 40
Electric lighting, . . . . .	17 65
Gas and ice, . . . . .	30 80
Document file cabinet, . . . . .	48 00
Cleaning carpets and towels, . . . . .	80 45
Sundries, . . . . .	36 90
Total office expenses,* . . . . .	<hr/> \$10,022 66

\* Exclusive of salaries fixed by statute.





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TABULATED STATEMENTS

COMPILED FROM THE

# Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1899.

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Lands and other permanent property, . . . . .	55	280
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Net debt, . . . . .	58	280
Capital investment per mile, . . . . .	59	280

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	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
ATTLEBOROUGH BRANCH. (See <i>N. Y., N. H. &amp; Hartford</i> .)									
BERKSHIRE. (See <i>New York, New Haven &amp; Hartford</i> .)									
BOSTON & ALBANY.	Boston,	Albany, N. Y.,	201.650	162.350	235.290 <sup>1</sup>	195.990 <sup>1</sup>	199.250	170.850	636.190
<i>Athol.</i>	Springfield,	Athol.	45.260	45.260	—	—	8.760	8.760	54.020
<i>Grand Junction.</i>	Cottage Farm,	East Boston,	9.450	9.450	5.110	5.110	23.630	23.630	38.190
<i>Hudson.</i>	Chatham, N. Y.,	Hudson, N. Y.,	17.330	—	1.000	—	7.140	—	25.470
<i>Milford.</i>	S. Framingham,	Milford,	12.000	12.000	—	—	6.250	6.250	18.250
<i>Millbury.</i>	Millbury Jct.,	Millbury Village,	3.000	3.000	—	—	.600	.600	3.600
<i>Newton Highlands.</i>	Beacon St., Boston,	Riverside Jct.,	9.890	9.890	9.890	9.890	5.530	5.530	25.310
<i>Newton Lower Falls.</i>	Riverside Jct.,	Newton L. Falls,	1.090	1.090	—	—	.650	.650	1.740
<i>Saxonville.</i>	Natick,	Saxonville,	3.700	3.700	—	—	2.280	2.280	5.980
<i>Spencer.</i>	Spencer,	South Spencer,	2.180	2.180	—	—	1.100	1.100	3.280
<i>Chester &amp; Becket.</i>	Chester,	Chester Quarries,	5.270	5.270	—	—	1.800	1.800	7.070
<i>North Brookfield.</i>	East Brookfield,	North Brookfield,	4.000	4.000	—	—	1.370	1.370	5.370
<i>Pittsfield &amp; North Adams.</i>	Pittsfield,	North Adams,	18.550	18.550	—	—	7.400	7.400	25.950
<i>Prov., Webster &amp; Springfield.</i>	Webster Jct.,	Webster,	11.230	11.230	—	—	3.200	3.200	14.430
<i>Ware River.</i>	Palmer,	Winchendon,	49.350	49.350	—	—	7.020	7.020	56.370
BOSTON & LOWELL. (See <i>Boston &amp; Maine</i> .)									
BOSTON & MAINE.	Boston,	Portland, Me.,	115.310	36.560	82.770 <sup>2</sup>	38.120 <sup>2</sup>	106.920	64.750	305.000
<i>Conway Jct., Me.</i>	Boston,	State Line, Maine,	57.530	41.450	46.080 <sup>3</sup>	40.140 <sup>3</sup>	55.660	46.140	159.270
<i>Wenham.</i>	Conway Jct., Me.,	Intervale Jct., N.H.,	73.370	—	—	—	20.130	—	93.500
<i>E. Somerville.</i>	Wenham,	Asbury Grove,	1.060	1.060	—	—	.380	.380	1.440
<i>Chelsea Beach.</i>	E. Somerville,	Charlestown,	1.090	1.090	1.090	1.090	—	—	2.180
	Revere Jct.,	Saugus River Jct.,	3.340	3.340	2.490	2.490	.650	.650	6.480



<i>Dover &amp; Winnipiscogee,</i>	<i>Dover, N. H.,</i>	<i>Alton Bay, N. H.,</i>	29,000	—	—	7,340	—	36,340
<i>East Boston,</i>	<i>Revere,</i>	<i>East Boston,</i>	3,470	3,470	1,560	11,090	11,090	16,120
<i>Essex,</i>	<i>Wenham,</i>	<i>Essex,</i>	6,000	6,000	—	1,840	1,840	7,840
<i>Gloucester,</i>	<i>Beverly,</i>	<i>Rockport,</i>	16,940	16,940	8,990	4,430	4,430	30,360
<i>Lawrence,</i>	<i>Salem,</i>	<i>North Andover,</i>	19,890	19,890	1,640	8,270	8,270	29,800
<i>Marblehead,</i>	<i>Salem,</i>	<i>Marblehead,</i>	3,520	3,520	—	.870	.870	4,390
<i>Medford,</i>	<i>Medford Jct.,</i>	<i>Medford,</i>	2,000	2,000	2,000	1,950	1,950	5,950
<i>Methuen,</i>	<i>Lawrence,</i>	<i>State Line, N. H.,</i>	3,750	3,750	1,000	13,710	13,710	18,460
<i>Newburyport City,</i>	<i>Newburyport,</i>	<i>Newburyport,</i>	1,970	1,970	—	1,200	1,200	3,170
<i>Orchard Beach,</i>	<i>Old Orchard, Me.,</i>	<i>Saco, Me.,</i>	3,270	—	—	.360	—	3,630
<i>Salisbury,</i>	<i>Salisbury,</i>	<i>Amesbury,</i>	3,790	3,790	—	2,470	2,470	6,260
<i>Saugus,</i>	<i>Everett,</i>	<i>West Lynn,</i>	9,550	9,550	9,550	4,330	4,330	23,430
<i>Somersworth,</i>	<i>Rollinsf'd, N. H.,</i>	<i>Somersworth, N. H.,</i>	2,750	—	—	1,660	—	4,410
<i>South Reading,</i>	<i>Peabody,</i>	<i>Wakefield Jct.,</i>	8,120	8,120	—	2,170	2,170	10,290
<i>Swampscott,</i>	<i>Swampscott,</i>	<i>Marblehead,</i>	3,960	3,960	.520	1,220	1,220	5,700
<i>West Amesbury,</i>	<i>Merrimac,</i>	<i>Newton Jct., N. H.,</i>	4,450	2,130	—	.540	.400	4,990
<i>Wolborough,</i>	<i>Sanbornville, N. H.,</i>	<i>Wolboro', N. H.,</i>	12,030	—	—	1,830	—	13,860
<i>Connection Lowell &amp; Lawrence with Lowell &amp; Andover R.R.,</i>	<i>Lowell,</i>	<i>Lowell,</i>	.250 <sup>1</sup>	.250 <sup>1</sup>	.370	—	—	.620
<i>Boston &amp; Lowell,</i>	<i>Boston,</i>	<i>Lowell,</i>	26,750	26,750	26,750	59,580	54,230	113,080
<i>Bedford &amp; Ballerica,</i>	<i>Bedford,</i>	<i>North Billerica,</i>	7,630	7,630	—	.770	.770	8,400
<i>Lawrence,</i>	<i>Wilmington,</i>	<i>Wilmington Jct.,</i>	3,210	3,210	—	1,370	1,370	4,580
<i>Lexington,</i>	<i>Somerville,</i>	<i>Lexington,</i>	8,110	8,110	8,110	3,140	3,140	19,360
<i>Lowell &amp; Lawrence,</i>	<i>Lowell,</i>	<i>Lawrence,</i>	12,420	12,420	—	6,990	6,990	19,410
<i>Middlesex Central,</i>	<i>Lexington,</i>	<i>Concord,</i>	11,080	11,080	—	2,970	2,970	14,050
<i>Mystic,</i>	<i>Somerville,</i>	<i>Mystic Wharves,</i>	2,250	2,250	.850	26,940	26,940	30,040
<i>Salem &amp; Lowell,</i>	<i>Peabody,</i>	<i>Tewksbury,</i>	16,800	16,800	—	6,890	6,890	23,690
<i>Stoneham,</i>	<i>Montvale Jct.,</i>	<i>Stoneham,</i>	2,500	2,500	—	1,540	1,540	4,040
<i>Woburn,</i>	<i>Winchester,</i>	<i>No. Woburn Jct.,</i>	6,200	6,200	6,200	3,690	3,690	16,090

<sup>1</sup> Including 16,830 miles of third track and 16,810 miles of fourth track.<sup>2</sup> Including .730 mile of third track.<sup>3</sup> Total length .370 mile double track, of which .120 mile of one track is owned by the Lowell & Andover.<sup>4</sup> Including 1,560 miles of third track.

## Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	
BOSTON & MAINE — Con.									
Central Massachusetts, .	No. Cambridge,	Northampton,	98.770	98.770	—	—	24.000	24.000	122.770
Concord & Montreal, .	Nashua, N. H.,	Groveton, N. H.,	181.070	—	36.620 <sup>1</sup>	—	112.670	—	330.360
<i>Franklin &amp; Tilton,</i> .	Franklin, N. H.,	Tilton, N. H.,	4.950	4.950	—	—	2.280	—	7.230
<i>Hedding,</i> . . . . .	E. Hedding, N. H.,	H. Camp Gr'd, N. H.,	.780	.780	—	—	.100	—	.880
<i>Hooksett,</i> . . . . .	Hooksett, N. H.,	Bow Jct., N. H.,	7.590	—	—	—	3.810	—	11.400
<i>Lake Shore,</i> . . . . .	Lakeport, N. H.,	Alton Bay, N. H.,	17.280	—	—	—	1.330	—	18.610
<i>Manchester &amp; No. Weare,</i> .	Manchester, N. H.,	Henniker, N. H.,	24.500	—	—	—	8.630	—	33.130
<i>Mount Washington,</i> . .	Wing Road, N. H.,	Mt. Washington, N. H.,	20.170	—	—	—	6.810	—	26.980
<i>New Boston,</i> . . . . .	Parker's, N. H.,	New Boston, N. H.,	5.190	—	—	—	.830	—	6.020
<i>Profile &amp; Franconia,</i> . .	Bethlehem J., N. H.,	Profile House, N. H.,	12.840	—	—	—	1.380	—	14.220
<i>Suncook Val. Extension,</i> .	Bethlehem J., N. H.,	Bethlehem, N. H.,	4.460	—	—	—	1.210	—	5.670
<i>Tilton &amp; Belmont,</i> . . .	Pittsfield, N. H.,	Ctr. Barnstead, N. H.,	4.170	—	—	—	.680	—	4.850
<i>Whitefield &amp; Jefferson,</i> .	Belmont Jct., N. H.,	Belmont, N. H.,	33.690	—	—	—	9.860	—	43.550
Concord & Portsmouth, .	Whitefield J., N. H.,	Berlin Mills, N. H.,	39.870	—	—	—	14.570	—	54.440
Connecticut River, . . .	Portsmouth, N. H.,	Manchester, N. H.,	74.000	50.080	36.800 <sup>2</sup>	36.800 <sup>2</sup>	58.030	51.250	168.830
<i>Chicopee Falls,</i> . . . .	Springfield,	Keene, N. H.,	2.350	2.350	—	—	1.750	1.750	4.100
<i>Easthampton,</i> . . . . .	Chicopee Jct.,	Chicopee Falls,	3.500	3.500	—	—	1.090	1.090	4.590
Conn. & Pass. Rivers, . .	Mt. Tom Jct.,	Easthampton,	110.300	—	—	—	40.280	—	150.580
Danvers, . . . . .	White Riv. Jct., Vt.,	Canada Line,	9.260	9.260	—	—	2.340	2.340	11.600
Grand Trunk,* . . . . .	Wakefield Jct.,	Danvers,	2.950	2.950	—	—	—	—	2.950
Horn Pond Branch,	Lenoxville, P. Q.,	Sherbrooke, P. Q.,	.663	.663	—	—	.076	.076	.739
Kennebunk & Kennebunkport,	Woburn Branch,	Horn Pond,	4.500	4.500	—	—	.900	—	5.400
Lowell & Andover, . . .	Kennebunk, Me.,	Kennebunkp't, Me.,	8.850 <sup>4</sup>	8.850 <sup>4</sup>	8.730	8.730	6.780	6.780	24.360
	Lowell, . . . . .	Lowell Junction,	—	—	—	—	—	—	—

	Greenfield, N. H.,	Keene, N. H.,	29.590	-	-	2.940	32.530
Manchester & Keene,	State Line, Mass.,	Manchester, N. H.,	22.390	-	-	10.890	33.280
Manchester & Lawrence,	Canada Line,	Lenoxville, P. Q.,	31.950	-	-	5.720	37.670
Massawippi Valley,	Stanstead Jct., P. Q.,	Stanstead, P. Q.,	3.510	-	-	.960	4.470
Nashua, Acton & Boston,	North Acton,	Nashua, N. H.,	20.120	15.140	2.830	5.140	25.260
Nashua & Lowell,	Lowell,	Nashua, N. H.,	14.500	9.250	7.540	12.640	41.640
Newburyport,	Bradford,	Newburyport,	26.980	26.980	4.630	4.630	31.610
N. Y., N. H. & Hartford,*	Georgetown,	Danvers,	4.210	4.210	-	-	4.210
Northern,	North Acton,	Concord Junction,	69.500	-	-	29.230	98.730
Bristol,	Franklin, N. H.,	Bristol, N. H.,	13.410	-	-	1.180	14.590
Concord & Claremont,	Concord, N. H.,	Claremont Jct., N. H.,	70.900	-	-	12.870	83.770
Peterboro' & Hillsboro',	Contocook, N. H.,	Hillsboro' B'ge, N. H.,	18.510	-	-	2.740	21.250
Pemigewasset Valley,	Peterboro' N. H.,	Hillsboro' B'ge, N. H.,	22.930	-	-	12.390	35.320
Peterborough,	Plymouth, N. H.,	Lincoln, N. H.,	10.500	-	-	1.590	12.090
Portland, Saco & Portsmouth,	Campton, N. H.,	Campton Vill., N. H.,	50.760	-	-	20.480	71.240
Portsmouth & Dover,	Wilton, N. H.,	Greenfield, N. H.,	10.880	-	-	1.850	12.730
Stony Brook,	State Line, Me.,	Portland, Me.,	13.160	-	-	4.690	17.850
Suncook Valley,	Portsmouth, N. H.,	Dover, N. H.,	17.410	13.160	4.690	4.130	21.540
Wilton,	No. Chelmsford,	Ayer Junction,	15.500	-	-	5.140	20.640
Worc., Nashua & Rochester,	Suncook, N. H.,	Pittsfield, N. H.,	94.480	39.460	18.130	44.420	157.030
BOSTON & PROVIDENCE. (See	Nashua, N. H.,	Wilton, N. H.,	-	-	-	-	-
N. Y., N. H. & Hartford.)	Worcester,	Rochester, N. H.,	-	-	-	-	-
BOSTON, REVERE BEACH &	East Boston,	Lynn,	8.800	8.800	8.800	2.750	20.350
LYNN,	Orient Heights,	Winthrop,	4.400	4.400	.700	1.000	6.100
Winthrop Circuit,							

\* Trackage rights.

2 Including .800 mile of third track.

3 Including 1.350 miles of third track.

4 Including .120 mile of one track Lowell &amp; Lawrence and Lowell &amp; Andover R.R. connection in Lowell.

## Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
CAPE ANN GRANITE, . . . . .	Lanesville,	Pigeon Cove,	1,436	1,436	—	—	.781	.781	2,217
CENTRAL MASSACHUSETTS. (See <i>Boston &amp; Maine</i> .)	—	—	—	—	—	—	—	—	—
CHATHAM. (See <i>New York, New Haven &amp; Hartford</i> .)	—	—	—	—	—	—	—	—	—
CHESTER & BECKET. (See <i>Boston &amp; Albany</i> .)	—	—	—	—	—	—	—	—	—
CONNECTICUT RIVER. (See <i>Boston &amp; Maine</i> .)	—	—	—	—	—	—	—	—	—
DANVERS. (See <i>Boston &amp; Maine</i> .)	—	—	—	—	—	—	—	—	—
FITCHBURG, . . . . .	Boston, . . . . .	Fitchburg, . . . . .	50,000	50,000	51,660 <sup>1</sup>	51,660 <sup>1</sup>	92,350	92,350	194,010
	Greenfield, . . . . .	Troy, N. Y., and Rot'dam J., N. Y.,	145,630	44,000	50,940	44,000	93,790	33,740	290,360
<i>Ashburnham, . . . . .</i>	<i>Ashburn'm Jct.,</i>	<i>Bellows Falls, Vt.,</i>	<i>53,620</i>	<i>10,810</i>	—	—	<i>21,540</i>	<i>4,120</i>	<i>75,160</i>
<i>Ice, . . . . .</i>	<i>So. Ashburnham,</i>	<i>Ashburnham,</i>	<i>2,590</i>	<i>2,590</i>	—	—	<i>.430</i>	<i>.430</i>	<i>3,020</i>
<i>Milford, . . . . .</i>	<i>Charlestown,</i>	<i>Charlestown,</i>	<i>.680</i>	<i>.680</i>	.680	.680	1,360	1,360	2,720
<i>Monadnock, . . . . .</i>	<i>South Acton,</i>	<i>Marlborough,</i>	<i>12,420</i>	<i>12,420</i>	—	—	<i>4,770</i>	<i>4,770</i>	<i>17,190</i>
<i>Peterborough &amp; Shirley,</i>	<i>Squannacook Jct.,</i>	<i>Milford, N. H.,</i>	<i>21,460</i>	<i>10,420</i>	—	—	<i>4,520</i>	<i>2,320</i>	<i>25,980</i>
<i>Saratoga, . . . . .</i>	<i>Winchendon,</i>	<i>Peterboro', N. H.,</i>	<i>15,800</i>	<i>5,400</i>	—	—	<i>2,470</i>	<i>.680</i>	<i>18,270</i>
<i>Watertown, . . . . .</i>	<i>Ayer,</i>	<i>Greenville, N. H.,</i>	<i>23,620</i>	<i>10,790</i>	—	—	<i>5,130</i>	<i>2,560</i>	<i>28,750</i>
<i>Worcester, . . . . .</i>	<i>Saratoga, N. Y.,</i>	<i>Schuylerville, N. Y.,</i>	<i>25,520</i>	—	—	—	<i>5,500</i>	—	<i>31,020</i>
Troy & Bennington,	<i>W. Cambridge,</i>	<i>Waltham,</i>	<i>6,600</i>	<i>6,600</i>	6,600	6,600	7,270	7,270	20,470
Vermont & Massachusetts,	<i>Worcester,</i>	<i>Winchendon,</i>	<i>36,000</i>	<i>36,000</i>	—	—	<i>16,090</i>	<i>16,090</i>	<i>52,090</i>
<i>Turner's Falls,</i>	<i>Hoosick Jct., N. Y.,</i>	<i>White Creek, N. Y.,</i>	<i>5,040</i>	—	—	—	<i>1,020</i>	—	<i>6,060</i>
	<i>Fitchburg,</i>	<i>Greenfield,</i>	<i>56,000</i>	<i>56,000</i>	56,000	56,000	37,070	37,070	149,070
	<i>Turner's Falls Jct.,</i>	<i>Turner's Falls,</i>	<i>2,800</i>	<i>2,800</i>	—	—	<i>2,180</i>	<i>2,180</i>	<i>4,980</i>

	North Grafton,	Milford,	16.500	16.500	-	-	3.000	3.000	19.500
GRAFTON & UPTON,	-	-	-	-	-	-	-	-	-
HOLYOKE & WESTFIELD. (See N. Y., N. H. & Hartford.)									
HOOSAC TUNNEL & WILMING- TON, <sup>2</sup>	Hoosac Tunnel,	Wilmington, Vt.,	25.000	8.220	-	-	3.000	.780	28.000
HORN POND BRANCH. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
LOWELL & ANDOVER. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
MILFORD, FRANKLIN & PROV. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
MILFORD & WOODSOCKET. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NANTASKET BEACH. (See <i>New York, New Haven &amp; Hartford</i> .)	-	-	-	-	-	-	-	-	-
NANTUCKET CENTRAL, <sup>2</sup>	Nantucket,	Siasconset,	8.500	8.500	-	-	.200	.200	8.700
NASHUA, ACTON & BOSTON. (See <i>Boston &amp; Maine</i> .)	-	-	-	-	-	-	-	-	-
NASHUA & LOWELL. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
NEWBURYPORT. (See <i>Boston &amp; Maine</i> .)	-	-	-	-	-	-	-	-	-
NEW ENGLAND. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NEW HAVEN & NORTHAMPTON. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NEW LONDON NORTHERN (operated by <i>Central Vt. R. Co.</i> ),	New London, Ct.,	Brattleboro, Vt.,	121.000	54.900	-	-	20.700	10.500	141.700

<sup>1</sup> Including 1.660 miles of third track.<sup>2</sup> A narrow-gauge railroad.



## Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
NEW YORK, NEW HAVEN & HARTFORD, . . . . .	W'dawn Jct., N.Y.,	Providence, R. I.,	173.770	—	284.410 <sup>1</sup>	—	132.050	—	590.230
Buttonwoods, . . . . .	New Haven, Ct.,	Springfield, .	60.170	5.950	60.170	5.950	81.820	7.070	202.160
Henderson Street, . . . . .	Auburn, R. I.,	Buttonwoods, R. I.,	9.900	—	—	—	1.600	—	11.500
Houseatic, . . . . .	Auburn, R. I.,	Providence, R. I.,	3.580	—	1.660	—	.830	—	6.070
Litchfield, . . . . .	Bridgeport, Ct.,	State Line, Mass.,	74.970	—	—	—	18.490	—	93.460
Loop, . . . . .	Brookfield J., Ct.,	Danbury, Ct.,	5.360	—	—	—	1.160	—	6.520
Middletown, . . . . .	Botsford, Ct.,	Huntington, Ct.,	9.790	—	—	—	1.460	—	11.250
New Britain, . . . . .	Hawleyville, Ct.,	Litchfield, Ct.,	32.280	—	—	—	3.590	—	35.870
New Canaan, . . . . .	Stonington, Ct.,	Stonington, Ct.,	.970	—	—	—	—	—	.970
Pontiac, . . . . .	Berlin, Ct.,	Middletown, Ct.,	9.700	—	—	—	5.430	—	15.130
Suffield, . . . . .	Berlin, Ct.,	New Britain, Ct.,	3.180	—	3.180	—	9.590	—	15.950
Valley, . . . . .	Stamford, Ct.,	New Canaan, Ct.,	7.660	—	—	—	.980	—	8.640
West River, . . . . .	Auburn, R. I.,	Pontiac, R. I.,	4.690	—	—	—	.390	—	5.080
Attleborough Branch, . . . . .	Windsor Locks, Ct.,	Suffield, Ct.,	4.320	—	—	—	1.150	—	5.470
Berkshire, . . . . .	Hartford, Ct.,	Fenwick, Ct.,	46.200	—	—	—	9.320	—	55.520
Boston & Albany*, . . . . .	New Haven, Ct.,	New Haven, Ct.,	1.660	—	—	—	—	—	1.660
Boston & Albany*, . . . . .	Attleborough, .	N. Attleborough, .	4.000	4.000	—	—	1.480	1.480	5.480
Boston & Albany*, . . . . .	W. Stockbridge, .	State Line, Ct.,	20.530	20.530	—	—	5.130	5.130	25.660
Boston & Albany*, . . . . .	Worcester Jct., .	Worcester, .	.150	.150	.150	.150	—	—	.300
Boston & Albany*, . . . . .	Springfield Jct.,	Springfield, .	590	.590	—	—	—	—	.590
Boston & Maine*, . . . . .	Ashland Jct., .	Ashland, .	.220	.220	—	—	—	—	.220
Boston & New York Air Line, . . . . .	Lowell Jct., .	Lowell, .	.570	.570	—	—	—	—	.570
Colchester, . . . . .	New Haven, Ct.,	Willimantic, Ct.,	52.260	—	—	—	13.150	—	70.640
Boston & Providence, . . . . .	Turnerville, Ct.,	Colchester, Ct.,	3.590	—	5.230	—	.900	—	4.490
Connection with New England R.R., . . . . .	Boston, .	Providence, R. I.,	41.500 <sup>2</sup>	38.310	64.650 <sup>3</sup>	57.160 <sup>4</sup>	65.250	49.760	171.400
	Readville, .	Readville, .	1.200	1.200	1.200	1.200	—	—	2.400

	Readville, .	Dedham, .	2.470	2.470	2.470	2.470	2.870	2.870	7.810
Dedham, .	East Jct., .	India Point, R. I., .	8.050	3.490	—	—	2.870	2.870	7.810
India Point, .	Canton Jct., .	Stoughton, .	4.050	4.050	4.050	—	2.900	2.900	17.530
Stoughton, .	Forest Hills Sta., .	Dedham, .	5.370	5.370	5.370	—	3.530	3.530	11.000
West Roxbury, .	Boston Station, .	Port Point Channel, .	.420	.420	1.260 <sup>5</sup>	—	—	—	14.270
Boston Terminal,*	Chatham, .	Harwich, .	7.070	7.070	—	—	.770	.770	1.680
Chatham, .	Danbury, Ct., .	Wilson's Pt., Ct., .	26.280	—	—	—	19.180	—	7.840
Danbury & Norwalk, .	Bethel, Ct., .	Hawleyville, Ct., .	5.950	—	—	—	.640	—	45.460
Hawleyville, .	Branchville, Ct., .	Ridgefield, Ct., .	3.970	—	—	—	.460	—	6.590
Ridgefield, .	Conway Jct., .	Shelburne Falls, .	4.670	4.670	—	—	—	—	4.430
Fitchburg,*	Harlem Riv., N. Y., .	New Rochelle, N. Y., .	11.500	—	14.000 <sup>6</sup>	—	56.490	—	4.670
Harlem River & Port Chester, .	Westfield, Ct., .	Holyoke, .	10.320	10.320	—	—	14.130	14.130	81.990
Holyoke and Westfield, .	Westfield, Ct., .	Watertown, Ct., .	26.000	—	—	—	6.300	—	24.450
Mid., Meriden & Waterbury, .	Franklin, .	Cromwell, Ct., .	3.500 <sup>7</sup>	—	—	—	1.160	—	32.300
Milford, Franklin & Prov., .	Ashland, .	Bellingham, .	4.650	4.650	—	—	.380	.380	4.660
Milford & Woonsocket, .	Nantasket Jct., .	Bellingham, .	15.130	15.130	—	—	3.550	3.550	5.030
Nantasket Beach, .	Naugatuck Jct., Ct., .	Pemberton, .	6.950	6.950	6.880	6.880	4.500	4.500	18.680
Naugatuck, .	Watertown, Ct., .	Winsted, Ct., .	56.550	—	5.400	—	23.880	—	18.330
Watertown, .	Hopewell Jct., N. Y., .	Watertown, Ct., .	4.440	—	—	—	.660	—	85.830
Newburg, Dutch. & Conn.,* .	Hopewell Jct., N. Y., .	Worcester Jct., N. Y., .	10.950	—	—	—	—	—	5.100
New England, .	Worcester Jct., N. Y., .	Fishkill - on - Hudson, N. Y., .	213.560	50.630	115.360	50.630	140.860	55.310	10.950
	Dedham Jct., .	Dedham, .	1.710	—	—	—	7.410	—	469.780
Dedham, .	Islington, .	Dedham, .	1.530	1.530	—	—	.950	.950	9.120
Islington, .	Melrose, Ct., .	Rockville, Ct., .	2.000	2.000	—	—	—	—	2.480
Melrose, .			7.220	—	—	—	.310	—	2.000
									7.530

\* Trackage rights.

<sup>2</sup> Including only one-half the length of joint tracks between Providence station and Boston switch, so called, viz.: 5,000 miles of first or single track; 5,000 miles of second track; 4,300 miles of third track; 4,300 miles of fourth track; and 10,120 miles of sidings; these distances being the total length.

<sup>3</sup> Including 11,810 miles of third track and 11,340 miles of fourth track.

<sup>4</sup> Including 9,660 miles of third track and 9,190 miles of fourth track.

<sup>5</sup> Including .420 mile of third track and .420 mile of fourth track.

<sup>7</sup> No regular trains run over this track.

<sup>1</sup> Including 55,320 miles of third track and 55,320 miles of fourth track.

## Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	Total.	In Massa-chusetts.	
NEW YORK, NEW HAVEN & HARTFORD — Con.									
New England — Con.									
<i>Providence,</i>	Providence, R.I.,	Willimantic, Ct.,	57.760	—	1.270	—	16.200	—	75.230
<i>South Boston Freight,</i>	South Boston,	South Boston,	1.040	1.040	1.040	1.040	—	—	2.080
<i>Springfield,</i>	E. Thompson, Ct.,	Southbridge,	17.360	12.010	—	—	2.970	2.460	20.330
<i>Woonsocket,</i>	E. Hartford, Ct.,	Springfield,	28.310	8.140	—	—	7.140	4.450	35.450
<i>New Haven &amp; Derby,</i>	Cook St., Newton,	Woonsocket, R. I.,	28.670	27.600	—	—	7.050	4.800	35.720
<i>Huntington,</i>	New Haven, Ct.,	Ansonia, Ct.,	12.900	—	—	—	7.180	—	20.080
<i>New Haven &amp; Northampton,</i>	Derby, Ct.,	Huntington, Ct.,	3.790	—	—	—	1.990	—	5.780
<i>New Hartford,</i>	New Haven, Ct.,	Conway Jct.,	94.640	43.380	—	—	43.250	22.230	137.890
<i>Turner's Falls,</i>	Farmington, Ct.,	N. Hartford, Ct.,	14.090	—	—	—	3.150	—	17.240
<i>Williamsburg,*</i>	S. Deerfield,	Turner's Falls,	10.070	10.070	—	—	2.650	2.650	12.720
<i>New York &amp; Harlem,*</i>	Northampton,	Williamsburg,	7.510	7.510	—	—	2.190	2.190	9.700
<i>Norwich &amp; Worcester,</i>	Grand Central Depot, N. Y.,	Woodlawn, N. Y.,	12.030	—	36.090 <sup>1</sup>	—	—	—	48.120
<i>Connection with New London Northern R.R.,</i>	Worcester,	Groton Jct, Ct.,	70.970	17.830	—	—	32.940	10.110	103.910
	Norwich, Ct.,	Norwich, Ct.,	.630	—	—	—	.270	—	.900
	Boston,	Newport, R. I.,	67.600	51.410	49.390 <sup>2</sup>	49.390 <sup>2</sup>	—	—	—
	May Flower Pk.,	Somerset Jct.,	36.310	36.310	26.750 <sup>3</sup>	26.750 <sup>3</sup>	—	—	—
	Middleborough,	Provincetown,	85.660	85.660	19.720	19.720	—	—	—
	Raynham,	Whittenton Jct.,	3.380	3.380	3.380	3.380	—	—	—
	Braintree,	Kingston,	32.340	32.340	8.410	8.410	—	—	—
	So. Braintree,	Plymouth,	26.040	26.040	—	—	—	—	—
	Framingham,	Lowell,	26.120	26.120	4.360	4.360	—	—	—
	New Bedford,	Fitchburg,	91.250	91.250	50.350 <sup>4</sup>	50.350 <sup>4</sup>	—	—	—
Old Colony,							192.570	186.680	723.630

Attleborough, . . .	Attleboro' Br. Jct.,	Attleborough,	8.600	8.600	—	—	2.640 <sup>1</sup>	11.240
Bridgewater, . . .	Whitman, . . .	Bridgewater,	6.120	6.120	—	—	1.780	7.900
Brockton, . . .	Elmwood, . . .	Westdale, . . .	.750	.750	—	—	—	.750
Connection with New Eng- land R.R., . . .	Boston, . . .	Boston, . . .	.230	.230	.230	—	—	.460
Connection with Prov. & Worc. R.R., . . .	Attleborough, . . .	Attleborough,	.220	.220	—	—	—	.220
Dorchester & Milton, . . .	Neponset, . . .	Mattapan, . . .	3.300	3.300	—	—	1.330	4.630
Easton, . . .	Mattfield, . . .	Easton, . . .	7.560	7.560	—	—	.920	8.480
Extension to Plymouth & Mid. R.R., . . .	Middleborough, . . .	Middleborough,	.420	.420	—	—	—	.420
Fairhaven, . . .	Fairhaven, . . .	Tremont Station, . . .	15.170	15.170	—	—	1.200	16.370
Fall River, . . .	Fall River, . . .	New Bedford, . . .	12.250	12.250	—	—	2.690	14.940
Framingham Prison, . . .	S. Framingham, . . .	Reformatory, . . .	.620	.620	—	—	.540	1.160
Granite, . . .	Atlantic, . . .	Braintree, . . .	5.410	5.410	—	—	3.450	8.860
Hanover, . . .	N. Abington, . . .	Hanover, . . .	7.800	7.800	—	—	3.700	11.500
Hyannis, . . .	Yarmouth, . . .	Hyannis, . . .	5.050	5.050	—	—	2.270	7.320
Lancaster, . . .	Lancaster Br. Jct., . . .	Lancaster Mills, . . .	1.630	1.630	—	—	.380	2.010
Marlborough, . . .	Marlboro' Jct., . . .	Marlborough, . . .	1.470	1.470	—	—	1.470	2.940
Middleborough & Taunton, . . .	Middleborough, . . .	Taunton Jct., . . .	8.040	8.040	—	—	1.540	9.580
Shawmut, . . .	Harrison Sq., . . .	Shawmut Jct., . . .	2.390	2.390	—	—	.970	3.360
Sterling, . . .	Pratt's Jct., . . .	Sterling Jct., . . .	5.030	5.030	—	—	1.350	6.380
Stoughton, . . .	Stoughton Jct., . . .	Stoughton, . . .	1.650	1.650	1.650	—	.580	3.880
Walpole & Dedham, . . .	Walpole Jct., . . .	Norwood Jct., . . .	5.760	5.760	—	—	2.380	8.140
Warren, . . .	Fall River, . . .	Warren, R. I., . . .	7.950	5.820	—	—	.860	8.810
Whitenton Y., . . .	Taunton, . . .	Taunton, . . .	.980	.980	—	—	—	.980
Wrentham, . . .	Walpole Jct., . . .	N. Attleborough, . . .	12.850	12.850	—	—	3.270	16.120
Wood's Hole, . . .	Buzzard's Bay, . . .	Wood's Hole, . . .	17.540	17.540	—	—	2.300	19.840
Pawtuxet Valley, . . .	Pontiac, R. I., . . .	Hope, R. I., . . .	5.670	—	—	—	1.410	7.080
Plymouth & Middleborough, . . .	Plymouth, . . .	Middleborough, . . .	15.030	15.030	—	—	1.020	16.050

\* Trackage rights.

<sup>1</sup> Including 12,030 miles of third track and 12,030 miles of fourth track.<sup>2</sup> Including 1,530 miles of third track and 1,030 miles of fourth track.<sup>3</sup> Including 2,680 miles of third track and 2,630 miles of fourth track.<sup>4</sup> Including .910 mile of third track.







## TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

OPERATING RAILROADS.		6.—BOSTON & ALBANY.	7.—BOSTON & MAINE.	8.—BOSTON, REVERE BEACH & LYNN.*	9.—CAPE ANN GRANITE.
ASSETS.					
Construction,	.	\$26,299,992 87	\$32,913,270 40	\$1,444,927 38	\$20,951 92
Equipment,	.	3,572,400 00	4,578,149 91	220,907 43	10,500 00
Lands,	.	1,719,527 64	1,222,372 64	85,627 00	-
Stocks and bonds of other companies,	.	475,485 00	6,122,833 02	-	-
Other permanent property,	.	-	125,716 75	73,000 00	-
<i>Total permanent investments,</i>	.	32,067,405 51	44,962,342 72	1,824,461 81	31,451 92
Cash and current assets,	.	5,151,322 63	6,915,127 18	62,143 18	4,392 86
Miscellaneous assets,.	.	197,114 91	1,949,941 05	11,452 98	-
GROSS ASSETS,	.	37,415,843 05	53,827,410 95	1,898,057 97	35,844 78
LIABILITIES.					
Capital stock, common,	.	\$25,000,000 00	\$19,219,775 00	\$850,000 00	\$20,000 00
preferred,	.	-	3,149,800 00	-	-
<i>Total capital stock,</i>	.	25,000,000 00	22,369,575 00	850,000 00	20,000 00
Funded debt,	.	7,485,000 00	21,305,333 61	850,000 00	-
Real estate mortgages,	.	-	594,800 00	-	-
Current liabilities,	.	1,623,942 63	3,906,379 77	111,067 36	15,210 02
Accrued liabilities,	.	85,995 00	2,082,818 90 <sup>1</sup>	8,500 00	-
<i>Total indebtedness,</i>	.	9,194,937 63	27,889,332 28	969,567 36	15,210 02
Sinking and other special funds,	.	2,913,518 82	1,809,513 94	20,700 00	-
GROSS LIABILITIES,.	.	37,108,456 45	52,068,421 22	1,840,267 36	35,210 02
INCOME.					
Revenue from passengers,	.	\$3,687,407 48	\$8,522,202 24	\$270,717 91	-
from mails,.	.	320,349 07	346,748 03	-	-
from express,	.	268,612 19	619,173 03	-	-

from extra baggage and storage, from other passenger service,	56,749 80	116,145 25	-	-
<i>Total passenger revenue,</i>	83,471 61	-	-	-
Revenue from freight,	4,416,590 15	9,604,268 55	270,717 91	\$11,359 80
from other freight service,	4,392,595 05	10,286,338 96	-	-
<i>Total freight revenue,</i>	312,828 03	51,076 50	-	-
<i>Total passenger and freight revenue,</i>	4,705,423 08	10,337,415 46	-	11,359 80
Other earnings from operation,	9,122,013 23	19,941,684 01	270,717 91	11,359 80
<i>Gross earnings from operation,</i>	203,022 54	85,564 10	-	-
Income from other sources,	9,325,035 77	20,027,248 11	270,717 91	11,359 80
GROSS INCOME,	9,325,035 77	518,483 28	18,097 27	-
		20,545,731 39	288,815 18	11,359 80
EXPENDITURES.				
Operating expenses,	\$5,929,930 63	\$13,712,613 71	\$223,500 70	\$9,019 42
Interest on funded and other debts,	337,980 00	1,091,635 09	41,183 45	1,872 24
Taxes,	747,731 16	1,105,648 97	7,131 03	313 80
Rentals paid,	78,000 00	3,288,589 08	-	-
Other charges upon income,	-	67,829 52	-	-
Dividends paid,	2,000,000 00	1,234,002 00	17,000 00	-
GROSS EXPENDITURES,	9,093,641 79	20,500,318 37	288,815 18	11,205 46
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	\$3,395,105 14	\$6,314,634 40	\$47,217 21	\$2,340 38
Income from other sources,	-	518,483 28	18,097 27	-
<i>Total income above operating expenses,</i>	3,395,105 14	6,833,117 68	65,314 48	2,340 38
Interest, taxes, rentals, and other charges,	1,163,711 16	5,553,702 66	48,314 48	2,186 04
<i>Net divisible income,</i>	2,231,393 98	1,279,415 02	17,000 00	154 34
Amount of dividends declared,	2,000,000 00	1,234,002 00	17,000 00	-
Percentage of dividends declared,	8.0	6.0	2.0	-
SURPLUS FOR THE YEAR,	231,393 98	45,413 02	-	154 34

\* A narrow-gauge railroad.

† Including amounts which will be due leased roads on termination of leases, \$1,177,676.86.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	6.—BOSTON & ALBANY—CON.	7.—BOSTON & MAINE—CON.	8.—BOSTON, REVERE BEACH & LYNN—CON.	9.—CAPE ANN GRANITE—CON.
SURPLUS.				
Surplus June 30, 1898,	\$275,992 62	\$1,713,576 71	\$57,790 61	\$480 42
for the year, . . .	231,393 98	45,413 02	—	154 34
Additions during the year, . . .	—	—	—	—
Deductions during the year, . . .	200,000 00	—	—	—
TOTAL SURPLUS JUNE 30, 1899, . . .	307,386 60	1,758,989 73	57,790 61	634 76
VOLUME OF TRAFFIC, ETC.				
Passengers carried, . . .	10,087,380	31,607,156	3,772,431	—
average length of journey, . . .	20.961 miles.	15.730 miles.	5.220 miles.	—
Total passenger mileage, . . .	211,441,448	497,027,126	19,696,655	—
Average fare per mile on local tickets, . . .	1.775 cents.	1.700 cents.	2.000 cents.	—
on commutation tickets,	1.085 "	— <sup>2</sup>	1.000 "	—
on mileage tickets,	2.000 "	— <sup>3</sup>	—	—
on season tickets, . . .	.590 "	.661 cents.	—	—
on joint tickets, . . .	1.975 "	1.819 "	—	—
Passengers carried to Boston, . . .	3,053,986	9,569,505	1,559,857	—
from Boston, . . .	3,106,973	9,683,038	1,566,828	—
Tons of freight hauled, . . .	4,847,148	10,644,376	—	—
average length of haul, . . .	116.486 miles.	67.590 miles.	—	75,732
Total freight mileage, . . .	564,622,874	719,460,569	—	1.436 miles.
Average rate per ton mile, local way-bill, . . .	1.294 cents.	2.141 cents.	—	108,751
joint way-bill, . . .	.542 "	.980 "	—	—

Miles run by passenger trains, . . . . .	3,095,743	8,305,079	332,694	-
by freight trains, . . . . .	2,842,560	5,454,819	-	4,532
by mixed trains, . . . . .	-	-	-	-
<i>Total mileage of trains earning revenue, . . . . .</i>	<i>5,938,303</i>	<i>13,759,898</i>	<i>332,694</i>	<i>4,532</i>
Miles run by switching trains, . . . . .	1,251,007	3,067,410	-	-
by construction and other trains, . . . . .	187,452	386,518	2,391	-
<i>Total train mileage, . . . . .</i>	<i>7,376,762</i>	<i>17,213,826</i>	<i>335,085</i>	<i>4,532</i>
EQUIPMENT.				
Number of locomotives, . . . . .	247	671	9	1
of passenger and combination cars, . . . . .	287	981 <sup>4</sup>	51	-
of dining, parlor and sleeping cars, . . . . .	14 <sup>1</sup>	8	-	-
of baggage, express and mail cars, . . . . .	60	211 <sup>4</sup>	-	-
of freight cars (basis 8 wheels), . . . . .	5,320	10,792	-	15
of officers' and pay cars, . . . . .	5	5	-	-
of gravel and other cars, . . . . .	482	473	18	-
MISCELLANEOUS.				
Whole number of stockholders, . . . . .	8,662	6,308 <sup>5</sup>	303	9
number in Massachusetts, . . . . .	7,352	4,168 <sup>6</sup>	274	9
Amount of stock held in Massachusetts, . . . . .	\$21,408,900 00	\$13,547,200 00 <sup>7</sup>	\$654,100 00	\$20,000 00
Total miles of road operated, . . . . .	393,950	1,715,590	13,200	1,436
operated in Massachusetts, . . . . .	337,320	546,800	13,200	1,436
Highway grade crossings* in Massachusetts, . . . . .	233	608	11	2
Railroad grade crossings* in Massachusetts, . . . . .	17	21	-	-
Average number of employees, . . . . .	5,262	15,266	215	4

<sup>1</sup> Not including 19.36 per cent of 4 buffet cars in "Boston & Chicago Line." <sup>2</sup> Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2½ cents.

<sup>3</sup> 500 miles, 2½ cents; 1,000 miles, 2 cents.

owned by the Boston & Lowell, 37.83 per cent by the Concord & Montreal, and 31.67 per cent by the Canadian Pacific. <sup>5</sup> Common, 5,643; preferred, 665.

<sup>6</sup> Common, 3,645; preferred, 523.

<sup>7</sup> Common, \$11,156,100; preferred, \$2,391,100.

\* Including those on leased lines.



Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.		10.—CENTRAL VERMONT.*	11.—FITCHBURG.	12.—GRAFTON & UPTON.	13.—HOOSAC TUNNEL & WILMING- TON.†
ASSETS.					
Construction,	.	—	\$39,708,426 48	\$456,917 68	\$425,598 44
Equipment,	.	—	4,129,786 00	61,082 32	61,750 42
Lands,	.	—	—	—	—
Stocks and bonds of other companies,	.	—	—	—	—
Other permanent property,	.	—	1,756,737 38	—	—
<i>Total permanent investments,</i>	.	—	45,594,949 86	518,000 00	487,348 86
Cash and current assets,	.	—	2,295,903 75	10,435 58	23,748 55
Miscellaneous assets,	.	—	1,375,628 61	—	845 25
GROSS ASSETS,	.	—	49,266,482 22	528,435 58	511,942 66
LIABILITIES.					
Capital stock, common,	.	—	\$7,000,000 00	\$250,000 00	\$250,000 00
preferred,	.	—	17,360,000 00	—	—
<i>Total capital stock,</i>	.	—	24,360,000 00	250,000 00	250,000 00
Funded debt,	.	—	22,183,000 00	268,000 00	196,000 00
Real estate mortgages,	.	—	—	—	—
Current liabilities,	.	—	1,744,688 96	—	54,648 97
Accrued liabilities,	.	—	499,150 34	—	3,266 67
<i>Total indebtedness,</i>	.	—	24,426,839 30	268,000 00	253,915 64
Sinking and other special funds,	.	—	122,293 71	—	—
GROSS LIABILITIES,	.	—	48,909,133 01	518,000 00	503,915 64
INCOME.					
Revenue from passengers,	.	\$211,444 94	\$2,082,418 65	\$19,822 98	\$8,173 27
from mails,	.	—	78,421 50	929 23	1,109 60
from express,	.	27,384 66 }	166,789 86 }	3,369 41 }	1,297 99 }



Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10. — CENTRAL VERMONT — Con.	11. — FITCHBURG — Con.	12. — GRAFTON & UPTON — Con.	13. — HOOSAC TUNNEL & WILMING- TON — Con.
SURPLUS.				
Surplus June 30, 1898, . . . . .	—	\$357,349 21	\$5,099 82	\$9,415 23
for the year, . . . . .	—	112,265 06	5,335 76	1,241 79
Additions during the year, . . . . .	—	—	—	—
Deductions during the year, . . . . .	—	112,265 06	—	2,630 00
TOTAL SURPLUS JUNE 30, 1899, . . . . .	—	357,349 21	10,435 58	8,027 02
VOLUME OF TRAFFIC, ETC.				
Passengers carried, . . . . .	613,286	6,818,630	83,444	17,724
average length of journey, . . . . .	16.400 miles.	16.960 miles.	6.500 miles.	13.560 miles.
Total passenger mileage, . . . . .	9,972,908	115,677,303	542,386	240,354
Average fare per mile on local tickets, . . . . .	2.990 cents.	1.850 cents.	3.000 cents.	4.000 cents.
on commutation tickets, . . . . .	1.180 "	1.250 "	2.000 "	—
on mileage tickets, . . . . .	2.000 "	2.000 "	—	3.000 cents.
on season tickets, . . . . .	.750 "	.640 "	1.500 cents.	—
on joint tickets, . . . . .	2.170 "	2.000 "	—	2.200 cents.
Passengers carried to Boston, . . . . .	—	1,893,961	—	—
from Boston, . . . . .	—	1,961,880	—	—
Tons of freight hauled, . . . . .	749,403	5,211,203	49,427	38,614
average length of haul, . . . . .	51.600 miles.	120.900 miles.	6.000 miles.	17.460 miles.
Total freight mileage, . . . . .	38,691,308	630,050,444	296,562	674,310
Average rate per ton mile, local way-bill, . . . . .	—	2.410 cents.	3.640 cents.	6.825 cents.
joint way-bill, . . . . .	—	.640 "	2.910 cents.	—

Miles run by passenger trains, . . . . .	275,519	2,476,360	20,592	14,278
by freight trains, . . . . .	269,064	2,942,604	22,090	7,196
by mixed trains, . . . . .	—	—	3,230	8,078
<i>Total mileage of trains earning revenue,</i>	<i>544,583</i>	<i>5,418,964</i>	<i>45,912</i>	<i>29,552</i>
Miles run by switching trains, . . . . .	186,442	764,182	1,422	—
by construction and other trains, . . . . .	5,704	162,884	—	—
<i>Total train mileage, . . . . .</i>	<i>736,729</i>	<i>6,346,030</i>	<i>47,334</i>	<i>29,552</i>
<b>EQUIPMENT.</b>				
Number of locomotives, . . . . .	23	208	3	6
of passenger and combination cars, . . . . .	24	202	4	8
of dining, parlor and sleeping cars, . . . . .	—	—	—	—
of baggage, express and mail cars, . . . . .	3	51	2	—
of freight cars (basis 8 wheels), . . . . .	327	4,869	1	118
of officers' and pay cars, . . . . .	—	2	—	—
of gravel and other cars, . . . . .	62	282	—	37
<b>MISCELLANEOUS.</b>				
Whole number of stockholders, . . . . .	—	6,056 <sup>1</sup>	32	43
number in Massachusetts, . . . . .	—	4,920 <sup>2</sup>	31	19
Amount of stock held in Massachusetts, . . . . .	—	\$21,146,100 00 <sup>3</sup>	\$113,500 00	\$242,800 00
Total miles of road operated, . . . . .	100,000	457,780	16,500	25,000
operated in Massachusetts, . . . . .	44,000	248,510	16,500	8,220
Highway grade crossings* in Massachusetts, . . . . .	53	227	30	—
Railroad grade crossings* in Massachusetts, . . . . .	3	8	—	—
Average number of employees, . . . . .	543	4,664	24	40

<sup>1</sup> Common, 71; preferred, 5,985.

<sup>2</sup> Common, 42; preferred, 4,878.

\* Including those on leased lines.  
<sup>3</sup> Common, \$6,792,800; preferred, \$14,353,300.

## Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.		14.—NANTUCKET CENTRAL.*	15.—NEW YORK, NEW HAVEN & HARTFORD.	16.—UNION FREIGHT.
<b>ASSETS.</b>				
Construction, . . . . .	.	\$35,000 00	\$53,810,296 00	\$401,069 67
Equipment, . . . . .	.		5,261,793 72	14,000 00
Lands, . . . . .	.	—	—	—
Stocks and bonds of other companies, . . . . .	.	—	24,821,341 61	—
Other permanent property, . . . . .	.	—	—	13,000 00
<i>Total permanent investments,</i> . . . . .	.	35,000 00	83,893,431 33	428,069 67
Cash and current assets, . . . . .	.	—	5,893,044 99	5,227 46
Miscellaneous assets, . . . . .	.	—	10,453,945 47	4,567 56
GROSS ASSETS, . . . . .	.	35,000 00	100,240,421 79	437,864 69
<b>LIABILITIES.</b>				
Capital stock, common, . . . . .	.	\$18,000 00	\$54,641,400 00	\$300,000 00
preferred, . . . . .	.	—	—	—
<i>Total capital stock,</i> . . . . .	.	18,000 00	54,641,400 00	300,000 00
Funded debt, . . . . .	.	17,000 00	25,836,200 00	—
Real estate mortgages, . . . . .	.	—	—	88,500 00
Current liabilities, . . . . .	.	1,740 00	6,957,940 08	947 45
Accrued liabilities, . . . . .	.	—	513,491 21	—
<i>Total indebtedness,</i> . . . . .	.	18,740 00	33,307,631 29	89,447 45
Sinking and other special funds, . . . . .	.	—	—	—
GROSS LIABILITIES, . . . . .	.	36,740 00	87,949,031 29	389,447 45
<b>INCOME.</b>				
Revenue from passengers, . . . . .	.	\$2,919 51	\$15,505,050 32	—
from mails, . . . . .	.	84 95	624,241 52	—
from express, . . . . .	.	—	1,206,637 50	—



from extra baggage and storage,	-	192,803 75	-
from other passenger service,	1,211 44	856,097 46	-
<i>Total passenger revenue,</i>	4,215 90	18,384,830 55	-
Revenue from freight,	-	17,739,008 10	\$66,189 66
from other freight service,	-	642,840 46	-
<i>Total freight revenue,</i>	-	18,381,848 56	66,189 66
<i>Total passenger and freight revenue,</i>	4,215 90	36,766,679 11	66,189 66
Other earnings from operation,	-	377,237 96	268 34
<i>Gross earnings from operation,</i>	4,215 90	37,143,917 07	66,458 00
Income from other sources,	-	623,423 45	780 00
GROSS INCOME,	4,215 90	37,767,340 52	67,238 00
EXPENDITURES.			
Operating expenses,	\$4,191 14	\$25,581,256 29	\$43,346 79
Interest on funded and other debts,	1,020 00	1,111,071 61	3,269 55
Taxes,	24 76	2,171,167 14	2,505 81
Rentals paid,	-	4,537,874 80	-
Other charges upon income,	-	-	-
Dividends paid,	-	4,158,688 00	18,000 00
GROSS EXPENDITURES,	5,235 90	37,560,057 84	67,122 15
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation,	\$24 76	\$11,562,660 78	\$23,111 21
Income from other sources,	-	623,423 45	780 00
<i>Total income above operating expenses,</i>	24 76	12,186,084 23	23,891 21
Interest, taxes, rentals, and other charges,	1,044 76	7,820,113 55	5,775 36
<i>Net divisible income,</i>	1,020 00d	4,365,970 68	18,115 85
Amount of dividends declared,	-	4,158,688 00	18,000 00
Percentage of dividends declared,	-	8 0	6 0
SURPLUS FOR THE YEAR,	1,020 00d	207,282 68	115 85

d Deficit.

\* A narrow-gauge railroad.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14. — NANTUCKET CENTRAL — Con.	15. — NEW YORK, NEW HAVEN & HARTFORD — Con.	16. — UNION FREIGHT — Con.
<b>SURPLUS.</b>			
Surplus June 30, 1898, . . . . .	\$720 00 <i>d</i>	\$11,120,360 09	\$48,301 39
for the year, . . . . .	1,020 00 <i>d</i>	207,282 68	115 85
Additions during the year, . . . . .	—	1,009,948 84	—
Deductions during the year, . . . . .	—	46,201 11	—
TOTAL SURPLUS JUNE 30, 1899, . . . . .	1,740 00 <i>d</i>	12,291,390 50	48,417 24
<b>VOLUME OF TRAFFIC, ETC.</b>			
Passengers carried, . . . . .	8,518	49,035,411	—
average length of journey, . . . . .	7.400 miles.	17,570 miles.	—
Total passenger mileage, . . . . .	66,733	861,416,692	—
Average fare per mile on local tickets, . . . . .	4.400 cents.	2.018 cents.	—
on commutation tickets, . . . . .	—	—	—
on mileage tickets, . . . . .	—	2.000 cents.	—
on season tickets, . . . . .	—	.607 "	—
on joint tickets, . . . . .	—	2.098 "	—
Passengers carried to Boston, . . . . .	—	8,362,724	—
from Boston, . . . . .	—	8,415,879	—
Tons of freight hauled, . . . . .	—	14,375,823	236,358
average length of haul, . . . . .	—	87.470 miles.	1.375 miles.
Total freight mileage, . . . . .	—	1,257,413,624	324,992
Average rate per ton mile, local way-bill, . . . . .	—	2.424 cents.	20.366 cents.
joint way-bill, . . . . .	—	1.002 "	—

Miles run by passenger trains,	6,000	13,222,845	-
by freight trains,	-	6,129,106	19,553
by mixed trains,	-	169,093	-
<i>Total mileage of trains earning revenue,</i>	6,000	19,521,044	19,553
Miles run by switching trains,	-	4,433,726	-
by construction and other trains,	-	438,376	-
<i>Total train mileage,</i>	6,000	24,393,146	19,553
EQUIPMENT.			
Number of locomotives,	2	917	4
of passenger and combination cars,	3	1,445	-
of dining, parlor and sleeping cars,	-	114	-
of baggage, express and mail cars,	1	257	-
of freight cars (basis 8 wheels),	3	12,490	-
of officers' and pay cars,	-	14	-
of gravel and other cars,	1	556	-
MISCELLANEOUS.			
Whole number of stockholders,	5	9,152	3
number in Massachusetts,	5	3,924	3
Amount of stock held in Massachusetts,	\$18,000 00	\$18,244,400 00	\$300,000 00
Total miles of road operated,	8,500	2,047,190	2,431
operated in Massachusetts,	8,500	880,860	2,431
Highway grade crossings* in Massachusetts,	4	884	-
Railroad grade crossings* in Massachusetts,	-	15	-
Average number of employees,	14	25,808	41

\* Including those on leased lines.

d Deficit.

*Tabulated Statements from Returns of Railroad Corporations — Continued.*

LEASED RAILROADS.*	17.—ATTLEBOROUGH BRANCH. 1	18.—BERKSHIRE. 1	19.—BOSTON & LOWELL. 2	20.—BOSTON & PROVIDENCE. 1	21.—CENTRAL MASSACHUSETTS. 2
<b>ASSETS.</b>					
Construction, . . . . .	\$131,416 48	\$600,000 00	\$11,754,325 56	\$5,046,088 30	\$9,521,592 33
Equipment, . . . . .	—	—	833,583 94	871,234 35	—
Other permanent property, . . . . .	—	3,970 00	3,279,055 50	419,703 36	—
Cash and current assets, . . . . .	690 66	11,413 08	770,564 93	161,878 21	3,127 03
GROSS ASSETS, . . . . .	132,107 14	615,383 08	16,637,529 93	6,498,904 22	9,524,719 36
<b>LIABILITIES.</b>					
Capital stock, . . . . .	\$131,700 00	\$600,000 00	\$6,529,400 00	\$4,000,000 00	\$7,421,592 33 <sup>3</sup>
Funded debt, . . . . .	—	—	8,340,000 00	2,170,000 00	2,100,000 00
Current and accrued liabilities, . . . . .	—	918 00	362,066 02	248,140 00	—
Sinking and other special funds, . . . . .	—	—	—	—	1,610 67
GROSS LIABILITIES, . . . . .	131,700 00	600,918 00	15,201,466 02	6,418,140 00	9,523,203 00
<b>INCOME, EXPENDITURES, ETC.</b>					
Total income from all sources, . . . . .	\$9,219 00	\$36,646 00	\$871,425 50	\$490,200 00	\$168,870 26
Total expenses, . . . . .	—	450 15	7,000 00	3,863 41	1,500 00
Interest on funded and other debts, . . . . .	—	—	342,073 50	86,800 00	117,592 00
Net divisible income, . . . . .	9,219 00	36,195 85	522,352 00	399,536 59	49,778 26
Amount of dividends declared, . . . . .	9,219 00	36,000 00	522,352 00	400,000 00	59,163 00
Percentage of dividends declared, . . . . .	7.0	6.0	8.0	10.0	1.5 <sup>6</sup>
Surplus for the year, . . . . .	—	195 85	—	463 41 <sup>d</sup>	9,384 74 <sup>d</sup>
Total surplus, June 30, 1899, . . . . .	407 14	14,465 08	1,436,063 91 <sup>4</sup>	80,764 22 <sup>3</sup>	1,516 36

\* Leased to and operated by <sup>1</sup> New York, New Haven & Hartford, <sup>2</sup> Boston & Maine.

<sup>4</sup> Crediting \$12,900 sinking fund for redemption of Salem & Lowell and Lowell & Lawrence R.R. bonds.

<sup>5</sup> Crediting \$2,231.36 for settlement of accounts.

<sup>6</sup> On preferred stock.

<sup>d</sup> Deficit.

<sup>3</sup> Common, \$3,471,100; preferred, \$3,950,492.33.

## Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22.—CHATHAM. 1	23.—CHESTER & BECKET. 2	24.—CONNECTICUT RIVER. 3	25.—DANVERS†	26.—HOLYOKE & WESTFIELD. 1
<b>ASSETS.</b>					
Construction, . . . . .	\$98,435 58	\$136,893 98	\$3,303,313 37	\$239,678 15	\$462,268 89
Equipment, . . . . .	—	—	455,977 66	—	—
Other permanent property, . . . . .	1,055 55	—	642,176 50	—	—
Cash and current assets, . . . . .	2,992 16	586 37	508,534 98	—	21,859 63
<b>GROSS ASSETS, . . . . .</b>	<b>102,483 29</b>	<b>137,480 35</b>	<b>4,910,002 51</b>	<b>239,678 15</b>	<b>484,128 52</b>
<b>LIABILITIES.</b>					
Capital stock, . . . . .	\$68,200 00	\$50,000 00	\$2,580,000 00	\$67,500 00	\$260,000 00
Funded debt, . . . . .	24,800 00	50,000 00	2,290,000 00	125,000 00	200,000 00
Current and accrued liabilities, . . . . .	248 00	43,559 93	332,085 68	25,000 00	—
Sinking and other special funds, . . . . .	—	—	606 12	—	—
<b>GROSS LIABILITIES, . . . . .</b>	<b>93,248 00</b>	<b>143,559 93</b>	<b>5,202,691 80</b>	<b>217,500 00</b>	<b>460,000 00</b>
<b>INCOME, EXPENDITURES, ETC.</b>					
Total income from all sources, . . . . .	\$3,160 46	\$459 40	\$351,600 00	—	\$34,673 32
Total expenses, . . . . .	1,094 35	26 00	2,000 00	—	548 13
Interest on funded and other debts, . . . . .	1,488 00	4,360 00	91,600 00	—	8,000 00
Taxes, . . . . .	166 94	—	—	—	2,721 27
<i>Net divisible income, . . . . .</i>	<i>411 17</i>	<i>3,926 60d</i>	<i>258,000 00</i>	<i>—</i>	<i>23,403 92</i>
Amount of dividends declared, . . . . .	—	—	258,000 00	—	15,600 00
Percentage of dividends declared, . . . . .	—	—	10.0	—	6.0
<i>Surplus for the year, . . . . .</i>	<i>411 17</i>	<i>3,926 60d</i>	<i>—</i>	<i>—</i>	<i>7,803 92</i>
<i>Total surplus, June 30, 1899, . . . . .</i>	<i>9,235 29</i>	<i>6,079 58d</i>	<i>292,689 29d</i>	<i>\$22,178 15</i>	<i>24,128 52d</i>

\* Leased to and operated by <sup>1</sup>New York, New Haven & Hartford, <sup>2</sup>Boston & Albany, <sup>3</sup>Boston & Maine.

† This road is virtually owned by the Boston &amp; Maine, and its earnings and expenses are included in the return of that company.

\* Crediting \$900 for error in charging interest in 1898.

d Deficit.



Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	27.—HORN POND BRANCH 1	28.—LOWELL & ANDOVER. 1	29.—MILFORD, FRANKLIN & PROVI- DENCE. 2	30.—MILFORD & WOOSOCKET. 2	31.—NANTASKET BEACH (TRUSTEE). 2
<b>ASSETS.</b>					
Construction, . . . . .	\$15,238 46	\$767,050 24	\$101,308 23	\$173,381 13	\$250,000 00
Cash and current assets, . . . . .	—	2,509 89	743 48	373 02	—
GROSS ASSETS, . . . . .	15,238 46	769,560 13	102,051 71	173,754 15	250,000 00
<b>LIABILITIES.</b>					
Capital stock, . . . . .	\$2,000 00	\$625,000 00	\$100,000 00	\$148,600 00	\$250,000 00
Funded debt, . . . . .	—	—	10,000 00	60,000 00	—
GROSS LIABILITIES, . . . . .	2,000 00	625,000 00	110,000 00	208,600 00	250,000 00
<b>INCOME, EXPENDITURES, ETC.</b>					
Total income from all sources, . . . . .	— <sup>3</sup>	\$52,663 00	\$1,800 00	\$4,200 00	\$6,250 00
Total expenses, . . . . .	—	156 94 <sup>4</sup>	127 00	229 46	—
Interest on funded and other debts, . . . . .	—	—	600 00	3,000 00	6,250 00
Net divisible income, . . . . .	—	52,506 06	1,073 00	970 54	—
Amount of dividends declared, . . . . .	—	56,250 00	1,000 00	1,486 00	—
Percentage of dividends declared, . . . . .	—	9 0	1 0	1 0	—
Surplus for the year, . . . . .	—	3,743 94 <sup>d</sup>	73 00	515 46 <sup>d</sup>	—
Total surplus, June 30, 1899, . . . . .	\$13,238 46	144,560 13	7,948 29 <sup>d</sup>	34,845 85 <sup>d</sup>	—

\* Leased to and operated by <sup>1</sup> Boston & Maine, <sup>2</sup> New York, New Haven & Hartford.<sup>3</sup> Used only for the transportation of ice; no income reported.<sup>4</sup> Including \$15.94 for taxes.<sup>d</sup> Deficit.

## Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	32. — NASHUA, ACTON & BOSTON. 1	33. — NASHUA & LOWELL. 1	34. — NEWBURY- PORT. †	35. — NEW ENG- LAND. 2	36. — NEW HAVEN & NORTHAMPTON. 2
<b>ASSETS.</b>					
Construction, . . . . .	\$1,057,031 20	\$684,242 07	\$597,386 32	\$37,816,241 08 <sup>3</sup>	\$5,731,586 62
Equipment, . . . . .	—	218,242 95	—	2,416,608 87	850,430 62
Other permanent property, . . . . .	—	—	—	—	21,000 00
Cash and current assets, . . . . .	6,257 41	159,102 06	—	970,379 48	302,189 04
GROSS ASSETS, . . . . .	1,063,288 61	1,061,587 08	597,386 32	41,203,229 43	6,905,206 28
<b>LIABILITIES.</b>					
Capital stock, . . . . .	\$500,000 00	\$800,000 00	\$220,340 02	\$25,000,000 00 <sup>4</sup>	\$2,460,000 00
Funded debt, . . . . .	500,000 00	100,000 00	300,000 00	16,500,000 00 <sup>3</sup>	3,900,000 00
Current and accrued liabilities, . . . . .	709,982 90	1,543 50	—	45,182 22	—
Sinking and other special funds, . . . . .	—	—	—	—	300,000 00
GROSS LIABILITIES, . . . . .	1,709,982 90	901,543 50	520,340 02	41,545,182 22	6,660,000 00
<b>INCOME, EXPENDITURES, ETC.</b>					
Total income from all sources, . . . . .	—	\$79,763 40	—	\$1,120,000 00	\$336,826 46
Total expenses, . . . . .	—	1,712 17	—	—	15,725 00 <sup>7</sup>
Interest on funded and other debts, . . . . .	—	5,000 00	—	970,000 00	187,500 00
Taxes, rentals, etc., . . . . .	—	—	—	—	34,666 46 <sup>8</sup>
Net divisible income, . . . . .	—	73,051 23	—	150,000 00	98,935 00
Amount of dividends declared, . . . . .	—	72,000 00	—	150,000 00	98,400 00
Percentage of dividends declared, . . . . .	—	9.0	—	3.0 <sup>5</sup>	4.0
Surplus for the year, . . . . .	—	1,051 23	—	—	535 00
Total surplus, June 30, 1899, . . . . .	\$646,694 29 <sup>d</sup>	160,043 58	\$77,046 30	341,952 79 <sup>d</sup>	245,206 28

\* Leased to and operated by <sup>1</sup> Boston & Maine, <sup>2</sup> New York, New Haven & Hartford.

† This road is virtually owned by the Boston &amp; Maine, and its earnings and expenses are included in the return of that company.

<sup>3</sup> Including \$11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title.<sup>4</sup> Common, \$20,000,000; preferred, \$5,000,000.<sup>5</sup> On preferred stock.<sup>6</sup> Crediting \$4,306.93 for accounts collected.<sup>7</sup> Deficit.<sup>8</sup> Rental paid Holyoke & Westfield.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	37.—NEW LONDON NORTHERN. 1		38.—NORTH BROOKFIELD. 2		39.—NORWICH & WORCESTER. 3		40.—OLD COLONY. 3		41.—PITTSFIELD & NORTH ADAMS. 2	
ASSETS.										
Construction, . . . . .	\$3,054,070	61	\$100,000	00	\$3,919,643	37	\$26,844,032	34	\$438,752	57
Equipment, . . . . .	248,420	44	—	—	179,750	67	3,161,518	83	11,247	43
Other permanent property, . . . . .	155,000	00	—	—	503,107	08	1,613,196	72	—	—
Cash and current assets, . . . . .	71,178	68	397	15	373,942	56	500,781	08	—	—
Other assets and property, . . . . .	—	—	—	—	450,869	65	3,196,755	63	—	—
GROSS ASSETS, . . . . .	3,528,669	73	100,397	15	5,427,313	33	35,316,284	60	450,000	00
LIABILITIES.										
Capital stock, . . . . .	\$1,500,000	00	\$100,000	00	\$2,775,800	00 <sup>4</sup>	\$16,617,625	00 <sup>5</sup>	\$450,000	00
Funded debt, . . . . .	1,500,000	00	—	—	955,000	00	15,440,200	00 <sup>7</sup>	—	—
Current and accrued liabilities, . . . . .	32,395	59	—	—	757,750	95	729,014	21	—	—
GROSS LIABILITIES, . . . . .	3,032,395	59	100,000	00	4,488,550	95	32,786,839	21	450,000	00
INCOME, EXPENDITURES, ETC.										
Total income from all sources, . . . . .	\$211,944	39	\$3,114	32	\$262,019	09	\$1,811,073	32	\$22,500	00
Total expenses, . . . . .	9,001	13	6	70	665	01	7,618	10	—	—
Interest on funded and other debts, . . . . .	68,120	00	—	—	38,200	00	640,832	22	—	—
Taxes, . . . . .	—	—	253	87	—	—	—	—	—	—
Net divisible income, . . . . .	134,823	26	2,853	75	223,154	08	1,162,623	00	22,500	00
Amount of dividends declared, . . . . .	135,000	00	3,000	00	221,536	00	1,162,623	00	22,500	00
Percentage of dividends declared, . . . . .	9.0	—	3.0	—	8.0 <sup>6</sup>	—	7.0	—	5.0	—
Surplus for the year, . . . . .	176	74 <sup>d</sup>	146	25 <sup>d</sup>	1,618	08	—	—	—	—
Total surplus, June 30, 1899, . . . . .	496,274	14	397	15	938,762	38	2,529,445	39 <sup>8</sup>	—	—

\* Leased to and operated by <sup>1</sup> Central Vermont, <sup>2</sup> Boston & Albany, <sup>3</sup> New York, New Haven & Hartford.<sup>4</sup> Common, \$6,600; preferred, \$2,769,200.<sup>5</sup> On 27,692 shares of capital stock.<sup>6</sup> Including "common stock liability" of \$8,725.<sup>7</sup> Including \$175,000 real estate mortgages.<sup>8</sup> Debiting \$213.32, and crediting \$1,763,499.92 for premium on stock and bonds.<sup>d</sup> Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	42.—PLYMOUTH & MIDDLEBOROUGH. 1	43.—PROVIDENCE & SPRINGFIELD. 1	44.—PROVIDENCE, WEBSTER & SPRINGFIELD. 2	45.—PROVIDENCE & WORCESTER. 1	46.—RHODE ISLAND & MASSACHUSETTS. 1
ASSETS.					
Construction, . . . . .	\$305,000 00	\$1,267,450 00	\$243,361 12	\$4,276,250 00	\$112,321 13
Equipment, . . . . .	—	—	—	828,887 40	—
Cash and current assets, . . . . .	—	—	1,809 57	113,291 98	2,518 50
GROSS ASSETS, . . . . .	305,000 00	1,267,450 00	245,170 69	5,218,429 38	114,839 63
LIABILITIES.					
Capital stock, . . . . .	\$80,000 00	\$517,450 00	\$160,000 00	\$3,500,000 00	\$100,000 00
Funded debt, . . . . .	225,000 00	750,000 00	—	1,500,000 00	—
Current and accrued liabilities, . . . . .	—	—	76,291 91	—	—
GROSS LIABILITIES, . . . . .	305,000 00	1,267,450 00	236,291 91	5,000,000 00	100,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources, . . . . .	—	\$58,212 23	\$6,805 04	\$417,664 02	\$10,000 00
Total expenses, . . . . .	—	14 23	410 49	5,959 46	—
Interest on funded and other debts, . . . . .	—	37,500 00	4,633 28	60,000 00	—
Taxes, . . . . .	—	—	377 69	—	—
Net divisible income, . . . . .	—	20,698 00	1,383 58	351,704 56	10,000 00
Amount of dividends declared, . . . . .	—	20,698 00	—	350,000 00	10,000 00
Percentage of dividends declared, . . . . .	—	4.0	—	10.0	10.0
Surplus for the year, . . . . .	—	—	1,383 58	1,704 56	—
Total surplus, June 30, 1899, . . . . .	—	—	8,878 78	218,429 38	14,839 63

\* Leased to and operated by <sup>1</sup>New York, New Haven & Hartford, <sup>2</sup>Boston & Albany.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

LEASED RAILROADS.*	47. — STOCKBRIDGE & PITTSFIELD. 1	48. — STONY BROOK. 2	49. — VERMONT & MASSACHUSETTS. 3	50. — WARE RIVER. 4	51. — WEST STOCKBRIDGE. 1	52. — WORCESTER, NASHUA & ROCHESTER. 2
ASSETS.						
Construction, . . . . .	\$448,700 00	\$276,601 19	\$5,811,938 72	\$1,115,163 82	\$39,600 00	\$4,138,584 99
Equipment, . . . . .	—	21,492 38	261,233 64	—	—	415,336 03
Other permanent property, . . . . .	2,550 00	—	48,720 46	—	—	—
Cash and current assets, . . . . .	7,597 36	2,457 21	10,791 03	—	454 41	69,333 62
GROSS ASSETS, . . . . .	458,847 36	300,550 78	6,132,683 85	1,115,163 82	40,054 41	4,623,254 64
LIABILITIES.						
Capital stock, . . . . .	\$448,700 00	\$300,000 00	\$3,193,000 00	\$750,000 00	\$39,600 00	\$3,099,800 00
Funded debt, . . . . .	—	—	1,000,000 00	—	—	1,776,000 00
Current and accrued liabilities, . . . . .	168 00	—	1,767,258 88	365,163 82	—	142,020 00
GROSS LIABILITIES, . . . . .	448,868 00	300,000 00	5,960,258 88	1,115,163 82	39,600 00	5,017,820 00
INCOME, EXPENDITURES, ETC.						
Total income from all sources, . . . . .	\$27,376 00	\$21,560 00	\$194,580 00	\$52,500 00	\$1,800 00	\$250,185 40
Total expenses, . . . . .	392 93	388 77	3,000 00	—	—	2,299 63
Interest on funded and other debts, . . . . .	—	—	—	—	—	77,352 98
Net divisible income, . . . . .	26,983 07	21,171 23	191,580 00	52,500 00	1,800 00	170,532 79
Amount of dividends declared, . . . . .	26,922 00	21,000 00	191,580 00	52,500 00	1,800 00	137,898 00
Percentage of dividends declared, . . . . .	6.0	7.0	6.0	7.0	4.5+	4.5 <sup>5</sup>
Surplus for the year, . . . . .	61 07	171 23	—	—	—	32,634 79
Total surplus, June 30, 1899, . . . . .	9,979 36	550 78	172,424 97 <sup>6</sup>	—	454 41	394,565 36 <sup>6</sup>

\* Leased to and operated by <sup>1</sup> New York, New Haven & Hartford, <sup>2</sup> Boston & Maine, <sup>3</sup> Fitchburg, <sup>4</sup> Boston & Albany.<sup>5</sup> On 30,644 shares capital stock.<sup>6</sup> Crediting \$100 for discrepancy of one share of treasury stock.<sup>7</sup> Debiting \$55 for office furniture.<sup>d</sup> Deficit.



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COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations.

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## COST AND CAPITAL INVESTMENT PER MILE OF ROAD OWNED.

RAILROADS.	53. — Construc- tion.	54. — Equip- ment.	55. — Lands and Other Perma- nent Property.*	56. — Total Cost per Mile.	57. — Capital Stock.	58. — Net Debt.	59. — Capital Investment per Mile.
Boston & Albany,	\$86,074	\$11,693	\$5,627	\$103,394	\$81,820	\$22,769	\$104,589
Boston & Lowell,	105,184	7,459	—	112,643	58,429	70,707	129,136
Boston & Maine,	85,177	11,848	3,489	100,514	57,891	58,963	116,854
Boston & Providence,	80,557	13,909	1,312	95,778	63,857	36,019	99,876
Central Massachusetts,	96,402	—	—	96,402	75,140	21,246	96,386
Connecticut River,	41,369	5,710	491	47,570	32,311	26,477	58,788
Fitchburg,	100,798	10,483	4,460	115,741	61,837	56,489	118,326
New England,	105,291	6,728	—	112,019	69,607	45,859	115,466
New Haven & Northampton,	45,377	6,733	—	52,110	19,476	30,859	50,335
New London Northern,	25,240	2,053	41	27,334	12,397	12,076	24,473
New York, New Haven & Hartford,	120,058	11,740	—	131,798	121,913	61,166	183,079
Norwich & Worcester,	54,744	2,510	43	57,297	38,768	18,698	57,466
Old Colony,	52,896	6,230	146	59,272	32,745	30,874	63,619
Providence & Worcester,	89,275	17,305	—	106,580	73,069	28,950	102,019
Vermont & Massachusetts,	98,842	4,443	829	104,114	54,303	46,879	101,182
Worcester, Nashua & Rochester,	43,804	4,396	—	48,200	32,809	19,567	52,376
Averages,	\$83,678	\$8,573	\$1,551	\$93,802	\$62,632	\$42,338	\$104,970

\* Not including stocks and bonds of other companies.

## COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED.

RAILROADS.	60. — Construc- tion.	61. — Equip- ment.	62. — Lands and Other Perma- nent Property.*	63. — Total Cost per Mile.	64. — Capital Stock.	65. — Net Debt.	66. — Capital Investment per Mile.
Boston & Albany,	\$47,231	\$6,415	\$3,088	\$56,734	\$44,896	\$12,494	\$57,390
Boston & Lowell,	76,496	5,425	—	81,921	42,493	51,422	93,915
Boston & Maine, .	60,450	8,408	2,476	71,334	41,085	41,846	82,931
Boston & Providence, .	35,946	6,206	585	42,737	28,494	16,073	44,567
Central Massachusetts,	96,402	—	—	96,402	75,140	21,246	96,386
Connecticut River,	28,318	3,909	336	32,563	22,117	18,124	40,241
Fitchburg, . . . .	78,815	8,197	3,487	90,499	48,351	44,169	92,520
New England, . . .	79,308	5,068	—	84,376	52,430	34,542	86,972
New Haven & Northampton,	45,377	6,733	—	52,110	19,476	30,859	50,335
New London Northern,	25,240	2,053	41	27,334	12,397	12,076	24,473
New York, New Haven & Hartford,	67,464	6,597	—	74,061	68,506	34,370	102,876
Norwich & Worcester,	54,744	2,510	43	57,297	38,768	18,698	57,466
Old Colony, . . . .	39,963	4,707	110	44,780	24,739	23,325	48,064
Providence & Worcester,	43,335	8,400	—	51,735	35,468	14,053	49,521
Vermont & Massachusetts, .	50,627	2,276	424	53,327	27,814	24,011	51,825
Worcester, Nashua & Rochester,	36,751	3,688	—	40,439	27,527	16,417	43,944
Averages, . . . .	\$58,216	\$5,964	\$1,079	\$65,259	\$43,574	\$29,455	\$73,029

\* Not including stocks and bonds of other companies.

## COMPARISON OF RETURNS FOR THE YEARS 1898 AND 1899.

MILEAGE, ASSETS, ETC.	1898.	1899.	Increase.	Decrease.
<b>Description of Road Owned.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>
Length of road and branches, . . . . .	3,612.210	3,665.440	53.230	-
in Massachusetts, . . . . .	2,107.630	2,108.510	.880	-
Length of second track,* . . . . .	1,459.887	1,472.467	12.580	-
in Massachusetts, . . . . .	923.167	926.627	3.460	-
Length of side track, . . . . .	2,057.597	2,091.877	34.280	-
in Massachusetts, . . . . .	1,305.717	1,326.957	21.240	-
Total length as single track, . . . . .	7,129.694	7,229.784	100.090	-
in Massachusetts, . . . . .	4,336.514	4,362.094	25.580	-
<b>Assets.</b>				
Construction, . . . . .	\$284,317,836 34	\$286,395,398 69	\$2,077,562 35	-
Equipment, . . . . .	28,867,842 63	28,662,842 63	-	\$205,000 00
Lands, . . . . .	2,863,572 63	3,222,206 14	358,633 51	-
Stocks in other companies, . . . . .	27,530,441 14	31,199,618 21	3,669,177 07	-
Bonds of other companies, . . . . .	5,394,548 28	6,669,317 78	1,274,769 50	-
Other permanent property, . . . . .	2,035,526 46	2,035,526 46	-	-
<i>Total permanent investments,</i> . . . . .	351,009,767 48	358,184,909 91	7,175,142 43	-
Cash on hand, . . . . .	4,856,545 75	6,357,841 74	1,501,295 99	-
Bills receivable, . . . . .	1,576,132 24	1,633,747 58	57,615 34	-
Other current assets, . . . . .	13,483,160 05	15,551,699 16	2,068,539 11	-
<i>Total cash and current assets,</i> . . . . .	19,915,838 04	23,543,288 48	3,627,450 44	-
Materials and supplies, . . . . .	5,603,637 16	5,613,371 13	9,733 97	-
All other assets, . . . . .	13,792,921 13	12,923,562 26	-	869,358 87
<i>Total miscellaneous assets,</i> . . . . .	19,396,658 29	18,536,933 39	-	859,624 90
<i>Gross Assets,</i> . . . . .	\$390,322,163 81	\$400,265,131 78	\$9,942,967 97	-
Profit and loss balance (deficit), . . . . .	1,749,554 25	1,726,515 45	-	\$23,038 80
<i>Total as per balance sheet,</i> . . . . .	\$392,071,718 06	\$401,991,647 23	\$9,919,929 17	-
<b>Liabilities.</b>				
Capital stock, common, . . . . .	\$173,537,015 02	\$181,025,790 02	\$7,488,775 00	-
preferred, . . . . .	32,229,492 33	32,229,492 33	-	-
<i>Total capital stock,</i> . . . . .	205,766,507 35	213,255,282 35	7,488,775 00	-
Funded debt, . . . . .	140,554,406 91	138,001,533 61	-	\$2,552,873 30
Real estate mortgages, . . . . .	1,261,300 00	858,300 00	-	403,000 00
Current liabilities, . . . . .	16,762,983 04	19,860,673 77	3,097,690 73	-
Accrued liabilities, . . . . .	3,334,328 91	3,387,903 20	53,574 29	-
<i>Total indebtedness,</i> . . . . .	161,913,018 86	162,108,410 58	195,391 72	-
<i>Gross Liabilities,†</i> . . . . .	\$367,679,526 21	\$375,363,692 93	\$7,684,166 72	-
Profit and loss balance (surplus), . . . . .	24,392,191 85	26,627,954 30	2,235,762 45	-
<i>Total as per balance sheet,</i> . . . . .	\$392,071,718 06	\$401,991,647 23	\$9,919,929 17	-
<b>Income.</b>				
From passengers, . . . . .	\$29,805,757 82	\$30,310,157 30	\$504,399 48	-
mails, . . . . .	1,382,934 00	1,386,742 60	3,808 60	-
express, . . . . .	2,246,331 86	2,278,405 94	32,074 08	-
extra baggage and storage, . . . . .	394,115 73	409,089 67	14,973 94	-
other passenger service, . . . . .	850,918 03	940,840 06	89,922 03	-
<i>Total passenger revenue,</i> . . . . .	34,680,057 44	35,325,235 57	645,178 13	-
From freight, . . . . .	36,911,662 15	37,962,875 31	1,050,713 16	-
other freight service, . . . . .	1,293,321 88	1,347,753 65	54,431 77	-
<i>Total freight revenue,</i> . . . . .	38,204,984 03	39,310,128 96	1,105,144 93	-
Other earnings from operation, . . . . .	714,492 94	794,696 89	80,203 95	-
<i>Total earnings from operation,</i> . . . . .	73,599,534 41	75,430,061 42	1,830,527 01	-
Rentals from lease of road, . . . . .	5,866,256 07	6,902,718 14	1,036,462 07	-
Income from other sources, . . . . .	1,340,616 67	1,177,902 49	-	\$162,714 18
<i>Gross Income,</i> . . . . .	\$80,806,407 15	\$83,510,682 05	\$2,704,274 90	-

\* Including third and fourth main track.

† Exclusive of sinking and other special funds.

## COMPARISON OF RETURNS, ETC. — Concluded.

EXPENDITURES, ETC.	1898.	1899.	Increase.	Decrease.
<b>Expenditures.</b>				
Operating expenses, . . .	\$50,890,883 11	\$51,490,350 93	\$599,467 82	-
Interest on debt and loans, . .	6,398,333 62	6,321,272 91	-	\$77,060 71
Taxes, . . . . .	4,014,266 51	4,389,403 07	375,136 56	-
Rentals paid, . . . . .	7,523,913 93	8,366,943 68	843,029 75	-
Other charges on income, . . .	155,183 06	144,081 34	-	11,101 72
Total charges on income, . . .	18,091,697 12	19,221,701 00	1,130,003 88	-
Dividends paid, . . . . .	11,599,462 50	12,143,749 00	544,286 50	-
Gross Expenditures, . . .	\$80,582,042 73	\$82,855,800 93	\$2,273,758 20	-
<b>Condensed Exhibit for the Year.</b>				
Gross earnings from operation, .	\$73,599,534 41	\$75,430,061 42	\$1,830,527 01	-
Operating expenses, . . . . .	50,890,883 11	51,490,350 93	599,467 82	-
Net earnings from operation, . .	22,708,651 30	23,939,710 49	1,231,059 19	-
Income from all other sources, . .	7,206,872 74	8,080,620 63	873,747 89	-
Total income above operating expenses, . . . . .	29,915,524 04	32,020,331 12	2,104,807 08	-
Interest, taxes and other charges, .	18,091,697 12	19,221,701 00	1,130,003 88	-
Net divisible income, . . . . .	11,823,826 92	12,798,630 12	974,803 20	-
Amount of dividends declared, . .	11,599,462 50	12,143,749 00	544,286 50	-
Surplus for the year, . . .	\$224,364 42	\$654,881 12	\$430,516 70	-
Percentage of dividend earned, . .	5.75	6.00	.25	-
of dividend declared, . . . . .	5.64	5.69	.05	-
<b>Volume of Traffic.</b>				
Miles run by passenger trains, . .	27,046,501	27,749,110	702,609	-
by freight trains, . . . . .	17,721,128	17,691,524	-	29,604
by mixed trains, . . . . .	205,345	180,401	-	24,944
Total revenue-train mileage, . .	44,972,974	45,621,035	648,061	-
Miles run by other trains, . . .	11,461,493	10,887,514	-	573,979
Total train mileage, . . . . .	56,434,467	56,508,549	74,082	-
Total passengers carried, . . . .	101,940,722	102,043,980	103,258	-
passenger mileage, . . . . .	1,678,640,940	1,716,081,605	37,440,665	-
Total tons of freight hauled, . .	35,338,724	36,228,084	889,360	-
freight mileage, . . . . .	3,022,770,499	3,211,643,434	188,872,935	-
<b>Equipment, etc.</b>				
Locomotives, . . . . .	2,072	2,091	19	-
Passenger cars, . . . . .	3,174	3,144	-	30
Baggage and mail cars, . . . .	577	582	5	-
Freight cars (basis 8 wheels), . .	35,491	33,935	-	1,556
All other cars, . . . . .	1,894	1,937	43	-
Stock held in Massachusetts, . .	\$122,411,900 00	\$121,766,200 00	-	\$645,700 00
Total number of stockholders, . .	48,513	48,834	321	-
in Massachusetts, . . . . .	35,411	35,903	492	-
Average number of employees, . .	51,602	51,881	279	-
Total miles of road operated, . .	4,726,650	4,782,240	55,590	-
in Massachusetts, . . . . .	2,111,470	2,108,440	-	3,030
Highway crossings at grade,* . . .	2,070	2,052	-	18
protected, . . . . .	1,136	1,133	2	-
unprotected, . . . . .	934	914	-	20
Railroad crossings at grade,* . .	32	32	-	-

\* In Massachusetts.



## SUMMARY OF RETURNS FOR THE YEARS 1893 TO 1899, INCLUSIVE.

MILEAGE, ASSETS, LIABILITIES, ETC.		1893.	1894.	1895.	1896.	1897.	1898.	1899.
<b>Railroad Mileage.</b>								
Miles of main and branch line in Massachusetts,			2,118,097	2,114,384	2,113,310	2,101,860	2,107,630	2,108,510
of second track,*		2,119,467	896,117	804,190	906,997	920,907	928,167	926,627
of side track,		869,547	1,195,981	1,209,886	1,267,747	1,271,667	1,306,717	1,326,957
Total track in Massachusetts,		4,151,300	4,210,195	4,228,160	4,288,054	4,294,434	4,336,514	4,362,094
<b>Assets.</b>								
Cost of construction,		\$249,811,257 69	\$259,412,497 10	\$269,586,601 25	\$275,545,424 61	\$276,587,735 53	\$284,317,836 34	\$286,395,398 69
of equipment,		29,873,708 96	32,098,580 90	32,127,764 04	33,065,611 14	28,562,520 01	28,867,842 63	28,662,842 63
of other permanent property,		24,931,130 36	30,911,773 30	29,534,316 20	42,281,737 46	41,051,121 74	37,824,088 51	43,120,668 99
Total permanent investments,			322,422,851 30	331,249,181 49	349,898,785 21	346,201,477 28	351,009,767 48	358,184,990 91
Cash and current assets,		19,107,988 06	20,190,473 23	20,509,218 89	20,247,236 70	20,627,107 29	19,915,838 04	23,543,288 48
Miscellaneous assets,		11,001,162 00	10,748,992 80	8,881,257 42	10,356,812 71	18,611,233 75	19,396,558 29	18,536,933 39
Gross Assets,		334,724,845 07	353,362,317 33	360,639,657 80	380,502,834 62	385,439,818 32	390,322,163 81	400,265,131 78
<b>Liabilities.</b>								
Capital stock,		\$186,440,422 62	\$191,892,697 35	\$193,506,847 35	\$205,105,977 35	\$205,671,652 35	\$205,766,507 35	\$213,255,282 35
Funded debt,		108,468,211 38	126,646,016 25	128,991,352 97	132,202,380 21	135,816,380 21	140,554,406 91	138,001,533 61
Real estate mortgages,			—	852,100 00	861,300 00	1,761,300 00	1,261,300 00	858,300 00
Current and accrued liabilities,		25,642,397 82	23,522,230 15	23,289,219 79	25,454,052 62	24,104,409 68	20,097,311 95	23,248,576 97
Total indebtedness,		134,110,609 20	150,168,246 40	153,232,672 76	158,517,732 83	161,682,089 89	161,913,018 86	162,108,410 58
Gross Liabilities,†		346,551,031 82	342,000,943 75	346,739,520 11	363,623,710 18	367,353,742 24	367,679,526 21	375,363,692 93
Surplus,		14,173,813 25	11,301,373 58	13,900,137 69	16,879,124 44	18,086,076 08	22,642,637 60	24,901,438 85
Net debt,		\$115,003,021 14	\$129,977,773 17	\$132,723,453 87	\$138,270,496 13	\$141,054,982 60	\$141,997,180 82	\$138,565,122 10
<b>General Exhibit for the Year.</b>								
Total earnings from operation,		\$70,935,929 70	\$64,128,423 03	\$68,154,906 05	\$74,886,479 92	\$71,934,772 73	\$73,599,534 41	\$75,430,061 42
Operating expenses,		49,503,963 20	44,464,805 44	46,446,304 25	52,362,581 63	49,413,299 26	50,890,883 11	51,490,350 93
Net earnings from operation,		21,431,966 50	19,663,617 59	21,708,601 80	22,524,098 29	22,521,473 47	22,708,651 30	23,939,710 49
Rentals from lease of road,		3,538,366 09	5,533,773 81	5,583,981 94	5,723,093 55	5,837,459 60	5,866,256 07	6,902,718 14
Income from all other sources,		1,917,637 49	739,663 61	848,337 86	1,631,848 03	1,314,043 28	1,340,616 67	1,177,902 49
Total income above operating expenses,		20,887,970 08	25,937,035 01	28,141,401 60	28,881,039 87	29,672,976 35	29,915,524 04	32,020,331 12
Interest on debt and loans,		5,870,341 32	6,317,278 85	6,423,858 80	6,898,381 22	6,656,936 14	6,398,833 62	6,321,272 91
Taxes,		3,270,485 05	3,590,162 18	3,627,820 74	3,683,390 79	3,910,536 66	4,014,266 51	4,389,403 07
Rentals paid,		5,568,801 29	6,715,201 09	6,723,569 31	7,443,440 70	7,496,232 71	7,523,913 93	8,366,943 68
Other charges upon income,		117,840 23	43,423 87	140,134 17	237,080 16	141,397 55	155,183 06	144,081 34
Total charges upon income,		14,827,467 89	16,576,065 99	16,815,383 02	18,255,293 47	18,205,129 06	18,091,697 12	19,221,701 00
Net divisible income,		12,060,502 19	9,380,969 02	11,326,018 58	11,625,746 40	11,467,847 29	11,823,826 92	12,798,630 12

Amount of dividends declared, . . . . .	10,832,400 30	11,204,530 20	11,364,564 80	11,260,993 75	11,522,988 00	11,599,462 50	12,143,749 00
Gross income from all sources, . . . . .	76,391,933 28	70,421,840 45	74,887,705 85	82,243,421 50	79,086,275 61	80,806,047 15	83,510,682 05
Gross expenditures, . . . . .	75,163,831 39	72,245,401 63	74,626,252 07	81,783,668 85	79,141,426 32	80,582,042 73	82,855,800 83
<i>Surplus for the year, . . . . .</i>	<i>1,228,101 89</i>	<i>d 1,823,561 18</i>	<i>d 38,546 22</i>	<i>364,752 66</i>	<i>d 55,150 71</i>	<i>224,364 42</i>	<i>654,881 12</i>
Percentage of dividends earned, of dividends declared, . . . . .	6.47	4.89	5.85	5.67	5.58	5.75	6.00
	5.81	5.84	5.87	5.49	5.60	5.64	5.69
Stock held in Massachusetts, . . . . .	\$103,930,726 33	\$109,661,589 33	\$110,466,142 33	\$117,542,000 00	\$116,355,045 00	\$122,411,900 00	\$121,766,200 00
Total number of stockholders, in Massachusetts, . . . . .	45,208	47,594	45,393	47,651	48,594	48,513	48,834
	32,968	34,152	32,945	34,658	35,554	35,411	35,903
<b>Volume of Traffic.</b>							
Miles run by passenger trains, . . . . .	26,041,383	25,118,810	24,302,800	26,392,246	26,236,109	27,046,501	27,749,110
by freight trains, . . . . .	19,172,518	16,932,335	17,019,851	18,354,625	17,452,890	17,721,128	17,691,624
by mixed trains, . . . . .	304,537	294,357	322,272	266,548	219,234	205,345	180,401
<i>Total revenue-train mileage, . . . . .</i>	<i>45,518,438</i>	<i>42,315,502</i>	<i>41,644,923</i>	<i>45,013,419</i>	<i>43,908,233</i>	<i>44,972,974</i>	<i>45,621,035</i>
Miles run by other trains, . . . . .	11,908,504	10,901,778	10,260,701	12,344,359	11,614,950	11,461,493	10,887,514
<i>Total train mileage, . . . . .</i>	<i>57,426,942</i>	<i>53,217,280</i>	<i>51,905,624</i>	<i>57,357,778</i>	<i>55,523,183</i>	<i>56,434,467</i>	<i>56,508,549</i>
Passengers carried, . . . . .	119,779,947	109,434,184	107,836,348	111,629,051	102,743,890	101,940,722	102,043,980
Average length of journey (miles), . . . . .	14.56	14.85	15.17	15.89	16.29	16.47	16.82
<i>Total passenger mileage, . . . . .</i>	<i>1,744,385,953</i>	<i>1,624,569,781</i>	<i>1,636,197,351</i>	<i>1,773,733,208</i>	<i>1,674,175,174</i>	<i>1,678,640,940</i>	<i>1,716,081,605</i>
Average fare per mile (cents), . . . . .	1.83	1.80	1.78	1.79	1.80	1.78	1.77
Passengers to and from Boston, . . . . .	56,581,541	52,756,601	52,015,921	53,499,695	49,691,215	48,967,467	49,174,631
Tons of freight hauled, . . . . .	32,995,033	27,378,660	30,858,173	34,605,838	33,276,416	35,338,724	36,228,084
Average length of haul (miles), . . . . .	73.68	79.90	83.01	83.18	84.80	85.54	88.65
<i>Total freight mileage, . . . . .</i>	<i>2,431,081,708</i>	<i>2,187,504,182</i>	<i>2,561,598,881</i>	<i>2,878,369,521</i>	<i>2,821,770,240</i>	<i>3,022,770,499</i>	<i>3,211,643,434</i>
Average rate per ton mile (cents), . . . . .	1.39	1.33	1.28	1.28	1.25	1.22	1.18
<b>Equipment.</b>							
Number of employees, . . . . .	48,831	46,727	46,533	52,127	50,924	51,602	51,881
of locomotives, . . . . .	1,955	1,956	1,982	2,062	2,069	2,072	2,091
of passenger cars, . . . . .	3,093	3,156	3,159	3,217	3,192	3,174	3,144
of baggage, express and mail cars, of freight cars (basis 8 wheels), . . . . .	518	521	517	569	569	577	582
of all other cars, . . . . .	36,968	38,476	37,116	39,423	37,036	35,491	33,935
	3,342	1,493	1,519	1,928	1,920	1,894	1,937

\* Including third and fourth main track.

† Exclusive of sinking and other special funds.

d Deficit.



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TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1899.

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Other general expenses, . . . . .	33	312
Total general expenses, . . . . .	34	312
Repair of roadbed and track, . . . . .	35	312
Repair of electric line system, . . . . .	36	317
Removing snow and ice, . . . . .	37	317
Repair of buildings, . . . . .	38	317
Total repairs of roadway and buildings, . . . . .	39	317
Repair of cars and vehicles, . . . . .	40	317
Repair of electric car equipment, . . . . .	41	317
Horses, harnesses, etc., . . . . .	42	317
Total maintenance of equipment, . . . . .	43	322
Cost of electric power, . . . . .	44	322
Provender for horses, . . . . .	45	322
Wages of employees, . . . . .	46	322
Damages for injuries, . . . . .	47	322
Tolls for trackage rights, . . . . .	48	322
Rents of buildings, etc., . . . . .	49	322
Other transportation expenses, . . . . .	50	328
Total transportation facilities, . . . . .	51	328
Total operating expenses, . . . . .	52	328
Percentage to earnings from operation, . . . . .	53	328
Interest on funded debt, . . . . .	54	328
Interest and discount on loans, . . . . .	55	328
Taxes, . . . . .	56	328
Rentals on leased railways, . . . . .	57	332
Payments to sinking and other special funds, . . . . .	58	332
Other charges on income, . . . . .	59	332
Total charges on income, . . . . .	60	332
Dividends paid, . . . . .	61	332
Percentage of dividend paid, . . . . .	62	332
Gross expenditures, . . . . .	63	332

## CONDENSED EXHIBIT FOR THE YEAR.

Net earnings from operation, . . . . .	64	337
All other income, . . . . .	65	337
Total income from operating expenses, . . . . .	66	337
Interest, taxes and other charges, . . . . .	67	337
Net divisible income, . . . . .	68	337

## CONDENSED EXHIBIT FOR THE YEAR—Con.

	Column	Page
Dividends declared, . . . . .	69	337
Surplus for the year, . . . . .	70	337
Deficit for the year, . . . . .	71	342
Surplus, September 30, 1898, . . . . .	72	342
Deficit, September 30, 1898, . . . . .	73	342
Credits during the year, . . . . .	74	342
Debits during the year, . . . . .	75	342
Surplus, September 30, 1899, . . . . .	76	342
Deficit, September 30, 1899, . . . . .	77	342

## DESCRIPTION OF RAILWAY.

Main track owned, . . . . .	78	347
Sidings, switches, etc., owned, . . . . .	79	347
Total track owned, . . . . .	80	347
Main track operated, . . . . .	81	347
Operated by horse power, . . . . .	82	347
Operated by electric power, . . . . .	83	347
Operated by horse and electric power, . . . . .	84	347

## DESCRIPTION OF EQUIPMENT.

Box passenger cars, . . . . .	85	352
Open passenger cars, . . . . .	86	352
Other cars and vehicles, . . . . .	87	352
Electric cars, . . . . .	88	352
Equipped with fenders, . . . . .	89	352
Horses, . . . . .	90	352
Electric motors, . . . . .	91	352

## VOLUME OF TRAFFIC.

Total passengers carried, . . . . .	92	357
Average number per mile of main track operated, . . . . .	93	357
Round trips run, . . . . .	94	357
Car miles run, . . . . .	95	357
Number of employees, . . . . .	96	357

## STOCKHOLDERS.

Total number of stockholders, . . . . .	97	357
Number in Massachusetts, . . . . .	98	357

## ACCIDENTS.

To passengers, . . . . .	99	362
To employees, . . . . .	100	362
To other persons, . . . . .	101	362
Fatal, . . . . .	102	362
Not fatal, . . . . .	103	362
Total, . . . . .	104	362
Total during preceding year, . . . . .	105	362

## TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

		ASSETS SEPTEMBER 30, 1899.						
RAILWAY COMPANIES.		1. — Construction.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Property.	5. — Cash and Current Assets.	6. — Miscellaneous Assets.	7. — Gross Assets.
1	Amesbury & Hampton,	\$67,135 97	\$25,388 08	\$9,760 34	—	\$2,261 36	—	\$104,545 75
2	Amherst & Sunderland,	28,049 51	8,573 23	6,069 30	—	616 55	\$578 47	43,887 06
3	Athol & Orange,	94,523 61	32,883 05	9,196 62	\$1,000 00	3,314 27	750 00	141,667 55
4	Beverly & Danvers,	24,064 94	3,854 34	2,979 22	—	1,468 55	18,010 45	50,377 50
5	Blue Hill (Canton, etc.), <sup>1</sup>	50,000 00	—	—	—	25,000 00	—	75,000 00
6	Boston and Chelsea,	121,000 00	—	—	—	—	—	121,000 00
7	Boston Elevated, <sup>2</sup>	686,326 08	—	738,610 45	—	4,394,409 58	3,218,321 75	9,037,667 86
8	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	—	—	—	88,636 82
9	Braintree, <sup>3</sup>	103,033 28	29,164 43	14,678 00	—	1,666 57	1,927 12	150,469 40
10	Braintree & Weymouth, <sup>4</sup>	147,331 56	47,808 81	66,629 08	—	2,322 01	4,053 19	268,144 65
11	Bridgewater, Whitman & Rockland, <sup>4</sup>	148,076 33	29,370 83	13,887 88	—	1,163 24	1,704 00	194,202 28
12	Brockton,	856,084 08	366,681 52	300,780 60	68,155 94	19,436 10	55,381 16	1,666,519 40
13	Brockton, Bridgewater & Taunton,	361,714 90	73,089 13	107,746 53	—	10,579 01	—	553,129 57
14	Brockton & East Bridgewater,	65,838 81	16,472 89	13,457 44	—	4,733 35	—	100,502 49
15	Boston, Milton & Brockton,	214,796 43	38,798 22	15,945 69	—	8,714 23	—	278,254 57
16	Citizen's Electric (Newburyport, etc.), <sup>5</sup>	255,143 01	—	—	—	51,073 46	—	306,216 47
17	Clinton & Hudson, <sup>1</sup>	83,405 15	5,010 00	—	—	19,734 85	—	108,150 00
18	Commonwealth Avenue (Newton),	185,674 82	90,356 46	81,833 04	1,497 42	13,320 47	3,452 86	376,135 07
19	Conway Electric,	65,682 56	5,889 11	9,179 86	1,500 00	2,399 41	—	84,650 94
20	Cottage City,	54,696 81	10,973 71	4,700 00	—	249 69	207 61	70,827 82
21	Dartmouth & Westport,	167,904 88	64,864 97	—	11,459 56	34,875 31	—	279,104 72
22	Dighton, Somerset & Swansea,	252,924 98	64,351 99	14,319 57	—	13,845 14	500 26	345,941 94
23	East Middlesex (Malden, etc.),	344,518 03	102,105 79	58,662 11	222 00	269 25	—	505,777 18
24	Easton, <sup>6</sup>	—	—	—	—	4,000 00	—	4,000 00
25	East Taunton,	86,241 05	8,960 42	130 00	—	1,583 96	—	96,915 43

26	East Wareham, Onset Bay & Pt. Ind.,	14,357 15	5,709 74	1,147 01	-	506 68	-	21,720 58
27	Fitchburg & Leominster,	344,241 73	104,817 58	112,675 14	30,530 96	4,516 87	18,958 02	615,740 30
28	Fitchburg & Suburban,	76,396 71	21,128 56	12,976 68	-	1,005 72	4,760 89	116,268 56
29	Framingham, Southboro' & Marlboro',	139,535 00	23,034 27	-	-	3,985 26	-	166,554 53
30	Framingham Union,	111,240 76	23,952 70	11,768 19	-	2,849 95	742 16	150,553 76
31	Gardner Electric,	46,434 49	14,826 78	14,834 12	-	324 01	1,211 94	77,631 34
32	Gardner, Westminster & Fitchburg,	84,517 10	12,883 33	53,310 71	-	1,858 33	1,291 05	153,860 52
33	Georgetown, Rowley & Ipswich, <sup>1</sup>	76,943 55	-	-	-	13,056 45	-	90,000 00
34	Globe (Fall River),	1,622,482 61	338,948 45	233,817 71	-	31,976 72	11,799 84	2,239,025 33
35	Gloucester,	172,118 01	87,550 13	77,306 31	-	10,926 65	2,335 00	350,236 10
36	Gloucester, Essex & Beverly,	275,630 23	56,862 89	70,719 47	43 19	8,254 31	4,097 52	415,607 61
37	Gloucester & Rockport,	19,000 00	5,000 00	16,000 00	-	-	-	40,000 00
38	Grafton, Upton & Milford, <sup>2</sup>	50,000 00	-	-	-	-	-	50,000 00
39	Greenfield & Turner's Falls,	173,249 92	32,077 56	26,180 42	-	1,095 50	972 65	233,576 05
40	Hanover, <sup>4</sup>	47,408 18	15,805 10	4,122 69	-	508 51	409 07	68,253 55
41	Haverhill & Amesbury,	540,677 21	88,343 62	55,107 00	-	15,728 07	3,839 45	703,695 35
42	Haverhill, Georgetown & Danvers,	85,993 43	15,950 91	5,528 93	-	944 52	700 00	109,117 79
43	Hingham, <sup>4</sup>	309,429 53	69,293 29	57,896 76	8,145 05	3,128 84	4,068 58	451,962 05
44	Holbrook & Weymouth,	2,500 00	-	-	-	-	-	2,500 00
45	Holyoke,	501,257 23	171,353 45	241,268 12	34,000 00	16,493 71	6,147 29	970,519 80
46	Hoosac Valley (North Adams, etc.),	179,848 62	37,973 29	32,110 55	4,920 61	4,458 31	-	259,311 38
47	Interstate Consolidated (of R. I.),	522,616 78	147,623 81	36,549 37	-	12,437 62	301 05	719,528 63
48	Leominster & Clinton,	178,778 39	39,352 27	106,260 72	38,736 93	10,152 40	2,857 85	376,138 56
49	Lexington & Boston, <sup>1</sup>	81,704 75	-	-	-	40,420 25	-	122,125 00
50	Lowell, Lawrence & Haverhill,	1,747,864 77	678,676 47	670,645 82	2,162 00	128,247 99	16,730 00	3,244,327 05

<sup>1</sup> Railway under construction.<sup>2</sup> Consolidated with the Quincy & Boston, May 1, 1899.<sup>3</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.<sup>4</sup> Purchased the property and franchises of the Newburyport & Amesbury, under foreclosure of a mortgage, May 4, 1899.<sup>5</sup> Obtained a certificate of incorporation, but has not commenced the construction of its railway.<sup>2</sup> Organized as a corporation under special charter, and now constructing its elevated railway.



*Tabulated Statements from Reports of Street Railway Companies—Continued.*

ASSETS SEPTEMBER 30, 1899—Continued.								
RAILWAY COMPANIES.		1.—Construc- tion.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Prop- erty.	5.—Cash and Current Assets.	6.—Miscel- laneous Assets.	7.—Gross Assets.
51	Lowell & Suburban,	\$1,279,249 24	\$339,830 07	\$584,521 90	\$160,789 95	\$77,659 82	\$45,166 01	\$2,487,216 99
52	Lynn & Boston,	4,432,259 71	1,446,087 22	1,442,889 32	—	243,755 43	273,507 79	7,838,499 47
53	Mansfield & Easton, <sup>1</sup>	183,293 07	16,152 00	16,960 00	—	—	—	216,405 07
54	Mansfield & Norton, <sup>1</sup>	92,575 93	11,073 78	—	—	—	—	103,649 71
55	Marlborough,	121,751 37	34,940 67	45,630 58	—	2,445 89	18,461 01	223,229 52
56	Martha's Vineyard,	6,223 76	1,366 45	5,000 00	—	1,580 32	—	14,170 53
57	Milford, Attleborough & Woonsocket, <sup>2</sup>	190,118 16	41,630 00	38,750 00	—	—	—	270,498 16
58	Milford, Holliston & Framingham,	269,723 77	62,049 14	101,387 08	—	18,760 83	2,280 93	454,201 75
59	Mt. Tom (Northampton),	58,216 46	4,900 00	36,883 54	—	576 68	—	100,576 68
60	Mystic Valley (Stoneham, etc.), <sup>3</sup>	141,638 18	18,646 31	6,047 58	—	8,652 08	—	174,984 15
61	Natick & Cochituate,	136,243 05	29,965 64	9,690 00	—	1,184 64	—	177,083 33
62	Needham & Boston,	56,048 09	13,358 16	760 75	—	1,397 55	—	71,564 55
63	New Bedford, Middleboro' & Brockton,	477,526 40	—	3,785 00	—	202,460 73	—	683,772 13
64	Newton,	338,808 90	101,972 33	37,509 85	—	2,816 77	—	481,107 85
65	Newton & Boston,	187,716 24	96,667 19	124,980 59	—	13,000 26	—	422,364 28
66	Newtonville & Watertown,	103,823 79	—	—	—	1,532 89	—	105,356 68
67	Norfolk Central (Dedham, etc.),	149,846 46	32,310 13	9,152 35	32,043 08	29,791 25	1,581 27	254,724 54
68	Norfolk Southern (Dedham, etc.), <sup>4</sup>	493,000 00	—	—	—	—	—	493,000 00
69	Norfolk Suburban (Hyde Park, etc.),	215,384 59	61,974 73	13,958 27	—	2,710 74	5,249 43	299,277 76
70	Norfolk Western (Dedham, etc.),	170,285 35	26,145 62	48,646 07	—	52,860 86	487 98	298,425 88
71	Northampton,	229,629 50	84,757 47	86,653 79	2,010 76	9,859 56	1,634 05	414,545 13
72	Northampton & Amherst, <sup>2</sup>	70,261 72	—	—	—	6,479 11	—	76,740 83
73	North End (Worcester),	100,480 28	51,355 04	13,674 76	—	205 50	—	165,715 58
74	North Woburn,	173,676 06	29,066 87	13,140 64	—	2,020 45	374 73	218,278 75
75	Norton & Attleborough, <sup>1</sup>	89,787 38	19,707 17	—	—	—	—	109,494 55

76	Norton & Taunton, . . . . .	514,034 24	68,300 13	84,566 12	-	1,018 48	1,680 00	669,598 97
77	Palmer & Monson, . . . . .	72,205 45	25,792 37	7,700 17	-	4,850 69	685 11	111,233 79
78	Pittsfield Electric, . . . . .	87,090 07	25,969 80	47,757 64	-	202 61	-	161,020 12
79	Plum Island Electric (Newbury, etc.), . . . . .	44,002 27	13,828 68	9,784 19	-	1,318 97	147 88	69,081 99
80	Plymouth & Kingston, . . . . .	102,654 87	33,210 41	8,089 04	33,049 13	3,662 93	2,684 23	183,290 61
81	Plymouth & Sandwich, . . . . .	31,094 87	3,803 74	-	-	2,976 47	-	37,875 08
82	Providence & Taunton, . . . . .	258,685 87	58,042 61	111,630 30	-	6,002 20	2,283 73	436,644 71
83	Quincy & Boston, . . . . .	528,997 68	147,534 83	209,787 07	-	24,517 27	13,028 65	923,865 50
84	Reading & Lowell, . . . . .	140,380 93	14,651 68	-	-	4,051 11	529 00	159,612 72
85	Rockland & Abington, <sup>5</sup> . . . . .	182,659 81	79,748 36	56,546 97	1,350 00	3,666 28	2,812 25	326,783 67
86	Rockport, . . . . .	92,184 04	19,541 02	13,246 73	-	10,137 84	-	135,109 63
87	Salem & Wakefield, . . . . .	84,466 43	15,186 70	-	7,624 43	2,969 80	-	110,247 86
88	Shelburne Falls & Colrain, . . . . .	70,754 88	10,686 64	26,013 68	-	640 11	768 84	108,864 15
89	Somerville, . . . . .	153,000 00	-	-	-	-	-	153,000 00
90	Southbridge & Sturbridge, . . . . .	91,034 19	21,584 15	13,237 41	5,104 18	250 33	2,066 78	133,277 04
91	South Middlesex (Natick, etc.), . . . . .	142,136 66	59,399 39	65,436 91	974 43	4,291 45	1,982 89	274,221 73
92	South Shore & Boston (Hingham, etc.), <sup>6</sup> . . . . .	864,276 76	245,528 67	227,852 30	-	33,512 90	17,097 28	1,388,267 91
93	Springfield, . . . . .	1,168,061 87	450,652 20	703,932 05	-	-	10,335 20	2,332,981 22
94	Stoughton & Randolph, <sup>2</sup> . . . . .	48,500 00	-	-	-	3,500 00	-	52,000 00
95	Taunton, . . . . .	682,911 36	112,397 86	156,827 11	60,710 49	11,667 42	2,517 61	1,027,031 85
96	Taunton & Brockton, . . . . .	179,242 57	32,714 59	-	-	6,030 21	-	217,987 37
97	Templeton, <sup>2</sup> . . . . .	20,000 00	-	-	-	5,000 00	-	25,000 00
98	Union (New Bedford, etc.), . . . . .	529,713 14	180,485 54	238,319 28	36,165 85	24,813 43	-	1,009,497 24
99	Wakefield & Stoneham, . . . . .	199,648 40	70,874 50	105,321 11	-	11,543 44	2,768 60	390,156 05
100	Warren, Brookfield & Spencer, . . . . .	243,061 82	37,761 62	65,669 16	-	10,595 08	1,102 30	358,189 98

<sup>1</sup> Consolidated with the Norton & Taunton, August 1, 1899.    <sup>2</sup> Railway under construction.    <sup>3</sup> Consolidated with the Arlington & Winchester, October 1, 1898.

<sup>4</sup> No return filed by the company. These figures furnished by courtesy of the receiver.

<sup>5</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

<sup>6</sup> A consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

RAILWAY COMPANIES.		ASSETS SEPTEMBER 30, 1899 — Concluded.						
		1. — Construc- tion.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Prop- erty.	5. — Cash and Current Assets.	6. — Miscel- laneous Assets.	7. — Gross Assets.
101	Webster & Dudley,	\$47,332 89	\$12,405 09	\$7,238 76	—	\$990 10	—	\$67,966 84
102	Wellesley & Boston,	86,898 43	32,942 66	5,240 00	—	2,086 47	—	127,167 56
103	West End (Boston, etc.),	9,022,765 30	6,909,277 95	10,778,311 63	\$292,275 10	77,607 66	\$1,227,207 98	28,307,445 62
104	West Roxbury & Roslindale,	439,657 19	52,128 15	24,486 57	—	23,905 38	1,308 01	541,485 30
105	Winnisimmet (Chelsea),	50,000 00	—	—	—	76 35	50 00	50,126 35
106	Woburn & Reading,	70,296 44	10,442 10	6,353 94	—	3,516 62	—	90,609 10
107	Woonsocket (of Rhode Island),	350,389 02	86,142 51	9,375 11	—	4,937 67	—	450,844 31
108	Worcester & Blackstone Valley,	98,104 11	15,091 26	3,161 04	163 28	1,467 34	453 60	118,440 63
109	Worcester & Clinton,	220,325 46	33,865 28	48,246 27	—	2,004 98	777 67	305,219 66
110	Worcester Consolidated,	1,228,011 32	316,400 62	205,454 21	—	40,375 97	22,864 93	1,813,107 05
111	Worcester & Marlborough,	292,447 12	59,239 13	95,388 13	—	12,288 49	1,751 62	461,114 49
112	Worcester & Shrewsbury R.R.,	70,803 58	52,710 86	—	—	21,357 98	—	144,872 42
113	Worcester & Shrewsbury St. Ry.,	11,700 00	8,300 00	—	—	22 05	—	20,022 05
114	Worcester & Suburban,	409,452 69	206,934 83	200,801 88	17,243 37	23,912 36	82,680 75	941,025 88
115	Woronoco (Westfield),	74,005 39	27,920 94	27,543 03	—	64,709 94	882 04	195,061 34
116	Worcester & Webster, <sup>1</sup>	270,000 00	—	—	—	—	—	270,000 00
Totals, <sup>2</sup>		\$39,679,167 68	\$14,783,010 06	\$19,286,261 75	\$842,382 66	\$6,053,677 32	\$5,120,345 17	\$85,764,844 64

<sup>1</sup> Railway under construction.<sup>2</sup> Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.



*Tabulated Statements from Reports of Street Railway Companies — Continued.*

		LIABILITIES SEPTEMBER 30, 1899 — Continued.						
RAILWAY COMPANIES.		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.	14. — Gross Liabilities.
21	Dartmouth & Westport, . . . . .	\$150,000 00	\$90,000 00	—	\$2,117 46	—	\$17,063 66	\$259,181 12
22	Dighton, Somerset & Swansea, . . . . .	175,000 00	125,000 00	—	46,872 32	\$4,824 81	—	351,697 13
23	East Middlesex (Malden, etc.), . . . . .	297,700 00	220,000 00	—	—	—	—	517,700 00
24	Easton, <sup>1</sup> . . . . .	4,000 00	—	—	—	—	—	4,000 00
25	East Taunton, . . . . .	73,450 00	—	—	20,230 14	789 00	—	94,469 14
26	East Wareham, Onset Bay & Pt. Ind., . . . . .	21,400 00	—	—	956 68	—	—	22,356 68
27	Fitchburg & Leominster, . . . . .	250,000 00	150,000 00	—	191,240 81	658 66	5,549 95	597,449 42
28	Fitchburg & Suburban, . . . . .	50,000 00	—	—	63,340 10	—	—	113,340 10
29	Framingham, Southboro & Marlboro', . . . . .	80,000 00	60,000 00	—	22,852 84	750 00	—	163,602 84
30	Framingham Union, . . . . .	30,000 00	50,000 00	—	58,777 22	763 23	1,000 00	140,540 45
31	Gardner Electric, . . . . .	50,000 00	—	—	29,129 04	717 99	—	79,847 03
32	Gardner, Westminster & Fitchburg, . . . . .	100,000 00	—	—	54,178 28	—	—	154,178 28
33	Georgetown, Rowley & Ipswich, . . . . .	90,000 00	—	—	—	—	—	90,000 00
34	Globe (Fall River), . . . . .	700,000 00	1,425,000 00	—	25,341 33	25,545 51	20,000 00	2,195,886 84
35	Gloucester, . . . . .	180,000 00	60,000 00	—	94,360 83	3,074 90	3,000 00	340,435 73
36	Gloucester, Essex & Beverly, . . . . .	250,000 00	125,000 00	—	32,127 27	2,693 22	—	409,820 49
37	Gloucester & Rockport, . . . . .	30,000 00	—	—	10,000 00	—	—	40,000 00
38	Grafton, Upton & Milford, . . . . .	50,000 00	—	—	—	—	—	50,000 00
39	Greenfield & Turner's Falls, . . . . .	100,000 00	94,000 00	—	30,173 45	—	—	224,173 45
40	Hanover, <sup>2</sup> . . . . .	49,400 00	—	—	23,821 78	380 00	—	73,601 78
41	Haverhill & Amesbury, . . . . .	150,000 00	490,000 00	—	41,981 33	7,624 99	—	689,606 32
42	Haverhill, Georgetown & Danvers, . . . . .	60,000 00	35,000 00	—	5,800 90	145 84	—	100,946 74
43	Hingham, <sup>2</sup> . . . . .	188,000 00	174,000 00	—	106,790 08	2,554 61	—	471,344 69
44	Holbrook & Weymouth, . . . . .	2,500 00	—	—	—	—	—	2,500 00
45	Holyoke, . . . . .	500,000 00	250,000 00	—	152,155 80	—	—	902,155 80



46	Hoosac Valley (North Adams, etc.), .	100,000 00	100,000 00	-	35,691 05	-	2,470 46	-	235,691 05
47	Interstate Consolidated (of R. I.), .	380,000 00	150,000 00	-	163,997 95	-	2,037 56	-	698,505 97
48	Leominster & Clinton, .	180,000 00	193,000 00	-	32,767 51	-	4,000 00	-	379,767 51
49	Lexington & Boston, <sup>3</sup> .	122,125 00	-	-	-	-	-	-	122,125 00
50	Lowell, Lawrence & Haverhill, .	1,520,000 00	1,455,000 00	-	73,832 76	-	39,000 00	-	3,137,249 69
51	Lowell & Suburban, .	1,101,185 00	1,000,000 00	-	296,771 59	-	10,000 00	-	2,443,576 16
52	Lynn & Boston, .	1,266,000 00	6,009,000 00	-	219,832 20	-	946 94	-	7,737,200 20
53	Mansfield & Easton, <sup>4</sup> .	100,000 00	80,000 00	-	37,739 19	-	-	-	219,309 39
54	Mansfield & Norton, <sup>4</sup> .	40,000 00	40,000 00	-	25,630 74	-	-	-	106,261 94
55	Marlborough, .	80,000 00	80,000 00	-	59,403 04	-	500 00	-	223,023 80
56	Martha's Vineyard, .	6,542 50	-	-	6,718 12	-	300 74	-	13,561 36
57	Milford, Attleborough & Woonsocket, .	100,000 00	-	-	170,498 16	-	-	-	270,498 16
58	Milford, Holliston & Framingham, <sup>3</sup> .	210,000 00	165,000 00	-	54,197 72	-	2,062 50	-	431,260 22
59	Mt. Tom (Northampton), .	100,000 00	-	-	-	-	-	-	100,000 00
60	Mystic Valley (Stoneham, etc.), <sup>5</sup> .	90,000 00	60,000 00	-	17,689 64	-	1,425 57	-	169,115 21
61	Natick & Cochituate, .	100,000 00	-	-	65,157 32	-	700 00	-	165,857 32
62	Needham & Boston, .	10,000 00	-	-	61,413 47	-	-	-	71,413 47
63	New Bedford, Middleboro' & Brockton, .	326,575 00	-	-	354,515 43	-	2,564 25	-	683,654 68
64	Newton, .	309,950 00	135,000 00	-	15,000 00	-	-	-	439,950 00
65	Newton & Boston, .	200,000 00	125,000 00	\$20,000 00	78,000 00	-	-	-	423,000 00
66	Newtonville and Watertown, .	50,000 00	-	-	56,800 00	-	-	-	106,800 00
67	Norfolk Central (Dedham, etc.), .	99,500 00	60,000 00	-	99,825 89	-	813 46	-	260,139 35
68	Norfolk Southern (Dedham, etc.), <sup>6</sup> .	200,000 00	125,000 00	-	168,000 00	-	-	-	498,000 00
69	Norfolk Suburban (Hyde Park, etc.), .	187,500 00	75,000 00	-	7,377 66	-	937 50	13,694 29	284,509 45
70	Norfolk Western (Dedham, etc.), .	100,000 00	100,000 00	-	97,487 02	-	833 33	-	298,320 35

<sup>1</sup> Obtained a certificate of incorporation, but has not commenced the construction of its railway.

<sup>2</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

<sup>3</sup> Railway under construction. <sup>4</sup> Consolidated with the Norton & Taunton, August 1, 1899. <sup>5</sup> Consolidated with the Arlington & Winchester, October 1, 1898.

<sup>6</sup> No return filed by the company. These figures furnished by courtesy of the receiver.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

		LIABILITIES SEPTEMBER 30, 1899 — Concluded.					
		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.
RAILWAY COMPANIES.							14. — Gross Liabilities.
71	Northampton, . . . . .	\$300,000 00	\$25,000 00	—	\$60,000 00	—	\$385,000 00
72	Northampton & Amherst, <sup>1</sup> . . . . .	76,740 83	—	—	—	—	76,740 83
73	North End (Worcester), . . . . .	110,000 00	75,000 00	—	—	—	185,000 00
74	North Woburn, . . . . .	100,000 00	—	—	122,035 51	\$1,890 97	223,926 48
75	Norton & Attleborough, <sup>2</sup> . . . . .	40,000 00	40,000 00	—	30,007 27	631 20	110,638 47
76	Norton & Taunton, . . . . .	260,000 00	240,000 00	—	180,341 08	4,089 44	684,430 52
77	Palmer & Monson, . . . . .	60,000 00	—	—	56,856 13	—	116,856 13
78	Pittsfield Electric, . . . . .	80,000 00	55,000 00	—	12,558 82	—	147,558 82
79	Plum Island Electric (Newbury, etc.), . . . . .	40,000 00	—	—	23,876 94	—	63,876 94
80	Plymouth & Kingston, . . . . .	100,000 00	35,000 00	\$7,000 00	43,086 84	1,685 33	186,772 17
81	Plymouth & Sandwich, . . . . .	25,000 00	—	—	12,393 47	—	37,393 47
82	Providence & Taunton, . . . . .	175,000 00	150,000 00	—	79,000 00	4,163 92	408,163 92
83	Quincy & Boston, . . . . .	583,400 00	35,000 00	—	246,887 74	—	865,287 74
84	Reading & Lowell, . . . . .	100,000 00	—	—	73,284 10	177 76	173,461 86
85	Rockland & Abington, <sup>3</sup> . . . . .	120,000 00	100,000 00	—	102,775 65	1,646 24	324,421 89
86	Rockport, . . . . .	100,000 00	—	—	22,211 86	600 35	122,812 21
87	Salem & Wakefield, . . . . .	75,000 00	—	—	36,929,96	106 37	112,036 33
88	Shelburne Falls and Colrain, . . . . .	50,000 00	50,000 00	—	7,838 00	630 30	108,468 30
89	Somerville, . . . . .	153,000 00	—	—	—	—	153,000 00
90	Southbridge and Sturbridge, . . . . .	60,000 00	60,000 00	—	8,500 00	750 00	129,250 00
91	South Middlesex (Natick, etc.), . . . . .	100,000 00	100,000 00	—	57,409 55	2,429 03	259,838 58
92	South Shore & Boston (Hingham, etc.), <sup>4</sup> . . . . .	690,000 00	489,000 00	—	199,573 66	14,833 37	1,394,126 85
93	Springfield, . . . . .	1,458,400 00	500,000 00	—	107,359 92	—	2,065,759 92
94	Stoughton & Randolph, <sup>1</sup> . . . . .	52,000 00	—	—	—	—	52,000 00
95	Taunton, . . . . .	350,000 00	550,000 00	—	142,548 68	6,320 24	1,048,868 92

96	Taunton & Brockton, . . . . .	100,000 00	100,000 00	-	3,941 47	5,192 39	5,242 94	214,376 80
97	Templeton, <sup>1</sup> . . . . .	25,000 00	-	-	-	-	-	25,000 00
98	Union (New Bedford, etc.), . . . . .	450,000 00	350,000 00	-	153,497 24	1,251 73	6,000 00	959,497 24
99	Wakefield & Stoneham, . . . . .	150,000 00	150,000 00	-	92,528 61	2,604 15	-	393,780 34
100	Warren, Brookfield & Spencer, . . . . .	150,000 00	125,000 00	-	69,680 41	-	-	347,284 56
101	Webster & Dudley, . . . . .	50,000 00	-	-	17,834 60	-	-	67,834 60
102	Wellesley & Boston, . . . . .	115,000 00	-	-	-	-	5,000 00	120,000 00
103	West End (Boston, etc.), . . . . .	15,485,000 00	10,945,000 00	-	1,804,055 02	-	-	28,234,055 02
104	West Roxbury & Roslindale, . . . . .	200,000 00	150,000 00	-	182,068 30	-	-	532,068 30
105	Winnisimmet (Chelsea), . . . . .	50,000 00	-	-	3 00	-	-	50,003 00
106	Woburn & Reading, . . . . .	60,000 00	-	-	37,167 07	108 90	-	97,275 97
107	Woonsocket (of Rhode Island), . . . . .	140,000 00	195,000 00	-	178,512 77	725 78	-	514,238 55
108	Worcester & Blackstone Valley, . . . . .	60,000 00	-	-	57,503 91	-	-	117,503 91
109	Worcester & Clinton, . . . . .	150,000 00	115,000 00	-	32,000 00	1,437 50	-	298,437 50
110	Worcester Consolidated, . . . . .	700,000 00	650,000 00	4,500 00	320,773 95	21,496 38	-	1,696,770 33
111	Worcester & Marlborough, . . . . .	238,900 00	200,000 00	-	5,000 00	3,262 84	-	447,162 84
112	Worcester & Shrewsbury R.R., . . . . .	36,825 00	22,000 00	-	-	-	-	58,825 00
113	Worcester & Shrewsbury St. Ry., . . . . .	20,000 00	-	-	-	-	-	20,000 00
114	Worcester & Suburban, . . . . .	542,500 00	200,000 00	-	187,162 99	8,046 66	-	937,709 65
115	Woronoco (Westfield), . . . . .	150,000 00	35,000 00	-	14,312 32	-	-	199,312 32
116	Worcester & Webster, <sup>1</sup> . . . . .	150,000 00	-	-	120,000 00	-	-	270,000 00
	Totals, <sup>5</sup> . . . . .	\$41,380,143 33	\$29,928,500 00	\$32,400 00	\$9,092,583 38	\$2,846,264 19	\$942,221 41	\$84,222,112 31

<sup>1</sup> Railway under construction.<sup>2</sup> Consolidated with the Norton & Taunton, August 1, 1899.<sup>3</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.<sup>4</sup> A consolidation of the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.<sup>5</sup> Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough, and the Rockland & Abington.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

		PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.							
		RAILWAY COMPANIES.	15. — Additions to Railway.	16. — To Equipment.	17. — To Lands and Buildings.	18. — To other Permanent Property.	19. — Total Additions.	20. — Deductions.	21. — Net Additions.
1		Amesbury & Hampton, . . . . .	\$73 20	\$37 00	-	-	\$110 20	\$471 37	\$361 17 <sup>d</sup>
2		Amherst & Sunderland, . . . . .	-	575 00	-	\$1,000 00	1,575 00	-	1,575 00
3		Athol & Orange, . . . . .	-	-	-	-	-	-	-
4		Beverly & Danvers, . . . . .	-	-	-	-	-	-	-
5		Blue Hill (Canton, etc.), . . . . .	-	-	-	-	-	-	-
6		Boston & Chelsea, . . . . .	-	-	-	-	-	-	-
7		Boston Elevated, . . . . .	600,294 18	-	\$717,011 05	-	1,317,305 23	-	1,317,305 23
8		Boston & Revere Electric, . . . . .	-	-	-	-	-	-	-
9		Braintree, . . . . .	-	380 00	-	-	380 00	-	380 00
10		Braintree & Weymouth, . . . . .	7,982 47	6,451 39	215 88	-	14,649 74	-	14,649 74
11		Bridgewater, Whitman & Rockland, . . . . .	473 83	15 75	1,100 00	-	1,589 58	61 78	1,527 80
12		Brockton, . . . . .	42,331 89	43,722 21	7,065 13	1,185 02	94,304 25	20,338 21	73,966 04
13		Brockton, Bridgewater & Taunton, . . . . .	10,353 88	19,561 48	574 33	-	30,489 69	8,718 24	21,771 45
14		Brockton & East Bridgewater, . . . . .	1,266 90	9,644 34	9,079 88	-	19,991 12	13,625 00	6,366 12
15		Boston, Milton & Brockton, . . . . .	148,817 04	38,798 22	11,892 44	-	199,507 70	-	199,507 70
16		Citizen's Electric (Newburyport, etc.), . . . . .	-	-	-	-	-	-	-
17		Clinton & Hudson, . . . . .	-	-	-	-	-	-	-
18		Commonwealth Avenue (Newton), . . . . .	30,549 49	248 63	850 34	369 75	32,018 21	-	32,018 21
19		Conway Electric, . . . . .	2,000 00	-	-	-	2,000 00	-	2,000 00
20		Cottage City, . . . . .	-	-	-	-	-	-	-
21		Dartmouth & Westport, . . . . .	-	1,810 17	-	-	1,810 17	5,072 05	3,261 88 <sup>d</sup>
22		Dighton, Somerset, and Swansea, . . . . .	276 89	168 44	-	-	445 33	4,361 84	3,916 51 <sup>d</sup>
23		East Middlesex (Malden, etc.), . . . . .	-	-	-	-	-	-	-
24		Easton, . . . . .	-	-	-	-	-	-	-
25		East Taunton, . . . . .	-	-	-	-	-	-	-





*Tabulated Statements from Reports of Street Railway Companies — Continued.*

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Continued.						
		15.—Additions to Railway.	16.—To Equipment.	17.—To Lands and Buildings.	18.—To other Permanent Property.	19.—Total Additions.	20.—Deductions.	21.—Net Additions.
56	Martha's Vineyard, . . . . .	\$21 56	\$1,366 45	-	-	\$1,388 01	-	\$1,388 01
57	Milford, Attleborough & Woonsocket, . . . . .	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham, . . . . .	4,545 44	1,587 63	\$18,796 17	-	24,929 24	-	24,929 24
59	Mt. Tom (Northampton), . . . . .	-	-	-	-	-	-	-
60	Mystic Valley (Sturrah, etc.), . . . . .	84,258 58	11,249 79	6,047 58	-	101,555 95	-	101,555 95
61	Natick & Cochituate, . . . . .	49,800 00	-	-	-	49,800 00	-	49,800 00
62	Needham & Boston, . . . . .	-	-	-	-	-	-	-
63	New Bedford, Middleboro' & Brockton, . . . . .	-	-	-	-	-	-	-
64	Newton, . . . . .	14,709 40	7,955 32	6,000 00	-	28,664 72	\$179 90	28,484 82
65	Newton & Boston, . . . . .	7,823 86	19,572 01	3,077 55	-	30,473 42	-	30,473 42
66	Newtonville & Watertown, . . . . .	22,853 97	-	51 88	-	22,853 97	-	22,853 97
67	Norfolk Central (Dedham, etc.), . . . . .	23,447 19	9,206 76	-	\$15,213 46	47,919 29	-	47,919 29
68	Norfolk Southern (Dedham, etc.), . . . . .	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.), . . . . .	11,731 05	2,362 45	16 89	-	14,110 39	-	14,110 39
70	Norfolk Western (Dedham, etc.), . . . . .	-	-	-	-	-	-	-
71	Northampton, . . . . .	-	1,161 07	8,775 06	-	9,936 13	160 50	9,775 63
72	Northampton & Amherst, . . . . .	-	-	-	-	-	-	-
73	North End (Worcester), . . . . .	-	-	-	-	-	-	-
74	North Woburn, . . . . .	22,717 75	104 32	-	-	22,822 07	-	22,822 07
75	Norton & Attleborough, . . . . .	7,896 61	805 50	-	-	8,702 11	-	8,702 11
76	Norton & Taunton, . . . . .	449,057 35	2,342 18	15,032 62	-	466,432 15	-	466,432 15
77	Palmer & Monson, . . . . .	6,267 13	19,396 05	969 98	-	26,633 16	142 77	26,490 39
78	Pittsfield Electric, . . . . .	-	2,060 00	29,126 93	-	31,186 93	8,334 51	22,852 42
79	Plum Island Electric (Newbury, etc.), . . . . .	3,236 00	34 92	-	505 16	3,777 08	-	3,777 08
80	Plymouth & Kingston, . . . . .	989 14	9,301 46	1,210 40	381 73	11,882 73	-	11,882 73



*Tabulated Statements from Reports of Street Railway Companies—Continued.*

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR—Concluded.					
		15.—Additions to Railway.	16.—To Equipment.	17.—To Lands and Buildings.	18.—To other Permanent Property.	19.—Total Additions.	20.—Deductions.
111	Worcester & Marlborough, . . .	\$34,394 75	\$10,379 85	\$22,222 86	-	\$66,997 46	\$70,186 83
112	Worcester & Shrewsbury R.R., . .	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry., .	-	-	-	-	-	-
114	Worcester & Suburban, . . .	631 11	24,136 91	4,240 61	-	29,008 63	13,337 35
115	Woronoco (Westfield), . . .	2,734 16	8,531 71	3,280 81	-	14,546 68	355 50
116	Worcester & Webster, . . .	-	-	-	-	-	-
							\$3,189 37 <i>d</i>
							-
							15,671 28
							14,191 18

*d* Net deduction.

*Tabulated Statements from Reports of Street Railway Companies—Continued.*

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1899.						
		22.—From Pas- sengers.	23.—From Mails and Merchandise.	24.—From Tolls, Rents, Ad- vertising, etc.	25.—Total Earnings from Operation.	26.— Rentals from Lease of Railway.	27.— Miscel- laneous Income.	28.— Gross Income.
1	Amesbury & Hampton, <sup>1</sup>	\$4,632 00	—	—	\$4,632 00	—	—	\$4,632 00
2	Amherst & Sunderland,	10,842 65	\$194 57	\$177 04	11,214 26	—	—	11,214 26
3	Athol & Orange,	29,394 95	—	429 17	29,824 12	—	—	29,824 12
4	Beverly & Danvers,	7,220 95	—	—	7,220 95	—	—	7,220 95
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston & Chelsea, <sup>2</sup>	—	—	—	—	\$7,260 00	—	7,260 00
7	Boston Elevated,	9,449,928 89	20,046 15	201,465 63	9,671,440 67	—	\$84,695 58	9,756,136 25
8	Boston & Revere Electric, <sup>3</sup>	—	—	—	—	2,500 00	—	2,500 00
9	Braintree, <sup>4</sup>	21,651 96	—	329 96	21,981 92	—	—	21,981 92
10	Braintree & Weymouth, <sup>5</sup>	35,627 35	—	150 00	35,777 35	—	—	35,777 35
11	Bridgewater, Whitman & Rockland, <sup>6</sup>	20,714 31	—	138 20	20,852 51	—	—	20,852 51
12	Brockton,	357,585 09	288 12	5,069 16	362,942 37	—	—	367,288 79
13	Brockton, Bridgewater & Taunton,	77,325 44	397 53	1,981 26	79,704 23	—	—	79,704 23
14	Brockton & East Bridgewater,	19,242 52	—	96 49	19,339 01	—	—	19,339 01
15	Boston, Milton & Brockton, <sup>6</sup>	10,989 30	—	—	10,989 30	—	—	10,989 30
16	Citizen's Electric (Newburyport, etc.), <sup>7</sup>	27,703 86	—	406 10	28,109 96	—	—	28,109 96
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	68,716 92	—	3,948 81	72,665 73	—	—	72,665 73
19	Conway Electric,	2,744 77	4,490 86	—	7,235 63	—	—	7,235 63
20	Cottage City,	4,091 55	—	4 00	4,095 55	—	—	4,095 55

<sup>1</sup> Commenced operation July 4, 1899.

<sup>2</sup> Leased to the Lynn & Boston.

<sup>3</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, and name of consolidated company changed to South Shore & Boston.

<sup>4</sup> Commenced operation July 11, 1899.

<sup>5</sup> Formerly Newburyport & Amesbury. Commenced operation May 4, 1899.

<sup>6</sup> Leased to the Boston Elevated and operated by the Lynn & Boston.

<sup>7</sup> Consolidated with the Quincy & Boston, May, 1, 1899.

*Tabulated Statements from Reports of Street Railway Companies—Continued.*

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1899—Continued.					
		22.—From Passengers.	23.—From Mails and Merchandise.	24.—From Tolls, Rents, Advertising, etc.	25.—Total Earnings from Operation.	26.—Rentals from Lease of Railway.	27.—Miscellaneous Income.
							28.—Gross Income.
21	Dartmouth & Westport, . . . . .	\$96,618 20	\$779 73	\$668 10	\$98,066 03	—	\$98,066 03
22	Dighton, Somerset & Swansea, . . . . .	59,096 50	—	1,190 19	60,286 69	—	61,828 88
23	East Middlesex (Malden, etc.), <sup>1</sup> , . . . . .	—	—	—	—	\$24,000 00	24,500 00
24	Easton, . . . . .	—	—	—	—	—	—
25	East Taunton, <sup>2</sup> . . . . .	12,354 20	—	32 00	12,386 20	—	12,386 20
26	East Wareham, Onset Bay & Pt. Ind., . . . . .	2,758 70	1,373 71	514 80	4,647 21	—	4,647 21
27	Fitchburg & Leominster, . . . . .	139,948 55	—	341 64	140,290 19	—	140,290 19
28	Fitchburg & Suburban, . . . . .	22,421 25	—	175 00	22,596 25	—	22,596 25
29	Frammingham, Southboro' & Marlboro', <sup>3</sup> . . . . .	19,688 26	—	—	19,688 26	—	19,688 26
30	Frammingham Union, . . . . .	31,448 64	323 50	376 25	32,148 39	—	32,148 39
31	Gardner Electric, . . . . .	16,214 94	—	44 20	16,259 14	—	16,259 14
32	Gardner, Westminster & Fitchburg, <sup>4</sup> . . . . .	169 48	—	—	169 48	—	169 48
33	Georgetown, Rowley & Ipswich, . . . . .	—	—	—	—	—	—
34	Globe (Fall River), . . . . .	320,117 10	—	17,043 94	337,161 04	—	337,161 04
35	Gloucester, . . . . .	71,252 35	—	2,066 31	73,318 66	—	73,318 66
36	Gloucester, Essex & Beverly, . . . . .	61,118 76	—	249 75	61,368 51	—	61,368 51
37	Gloucester & Rockport, <sup>5</sup> . . . . .	—	—	—	—	1,800 00	1,800 00
38	Grafton, Upton & Milford, . . . . .	36,191 94	—	—	—	—	—
39	Greenfield & Turner's Falls, . . . . .	9,697 89	497 01	374 10	37,063 05	—	37,063 05
40	Hanover, <sup>6</sup> . . . . .	—	216 75	—	9,914 64	—	9,914 64
41	Haverhill & Amesbury, . . . . .	100,769 57	492 22	674 88	101,936 67	—	101,936 67
42	Haverhill, Georgetown & Danvers, . . . . .	23,066 05	—	233 00	23,299 05	—	23,299 05
43	Hingham, <sup>6</sup> . . . . .	29,563 02	389 46	125 00	30,077 48	—	30,077 48
44	Holbrook & Weymouth, . . . . .	—	—	—	—	—	—
45	Holyoke, . . . . .	230,806 36	—	2,272 61	233,078 97	—	241,218 97
						8,140 00	



46	Hoosac Valley (North Adams, etc.),	79,502 20	94 85	1,359 50	80,956 55	2,807 60	88,764 15
47	Interstate Consolidated (of R. I.),	151,031 40	248 22	680 03	151,959 65	588 04	152,547 69
48	Leominster & Clinton,	49,567 35	-	699 00	50,266 35	-	50,266 35
49	Lexington & Boston,	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill,	501,797 41	-	2,813 77	504,611 18	5,608 50	510,219 68
51	Lowell & Suburban,	405,650 85	-	7,186 90	413,046 16	-	418,247 81
52	Lynn & Boston,	1,553,228 86	208 41	10,239 93	1,563,468 79	5,201 65	1,570,177 14
53	Mansfield & Easton, <sup>7</sup>	4,316 75	-	28 80	4,345 55	-	4,345 55
54	Mansfield & Norton, <sup>8</sup>	4,373 25	-	31 40	4,404 65	-	4,404 65
55	Marlborough,	37,626 10	-	15,941 39	53,567 49	-	53,567 49
56	Martha's Vineyard,	1,440 80	-	-	1,440 80	-	1,440 80
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	94,339 15	-	109 56	94,448 71	-	94,448 71
59	Mt. Tom (Northampton), <sup>9</sup>	-	-	-	-	27 27	6,027 27
60	Mystic Valley (Stoneham, etc.), <sup>10</sup>	33,798 45	-	130 78	33,929 23	-	33,929 23
61	Natick & Cohituate,	64,164 21	-	207 00	64,371 21	-	64,371 21
62	Needham & Boston, <sup>11</sup>	2,830 05	-	3 00	2,833 05	-	2,833 05
63	New Bedford, Middleboro' & Brockton, <sup>12</sup>	12,435 60	-	180 00	12,615 60	-	12,615 60
64	Newton,	100,652 93	36 00	4,927 86	105,616 79	-	105,616 79
65	Newton & Boston,	71,586 71	163 72	1,913 75	73,664 18	-	73,664 18
66	Newtonville & Watertown, <sup>13</sup>	-	-	-	-	6,247 56	6,247 56
67	Norfolk Central (Dedham, etc.),	38,718 60	-	84 00	38,802 60	7,886 49	46,689 09
68	Norfolk Southern (Dedham, etc.), <sup>14</sup>	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	100,522 60	-	398 17	100,920 77	-	100,920 77
70	Norfolk Western (Dedham, etc.), <sup>15</sup>	9,842 20	-	-	9,842 20	-	9,842 20

<sup>1</sup> Leased to the Lynn & Boston.<sup>4</sup> Commenced operation September 29, 1899.<sup>6</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.<sup>7</sup> Commenced operation February 25, 1899; consolidated with the Norton & Taunton, August 1, 1899.<sup>8</sup> Commenced operation December 22, 1898; consolidated with the Norton & Taunton, August 1, 1899.<sup>9</sup> Leased to the Holyoke.<sup>11</sup> Commenced operation July 1, 1899.<sup>13</sup> Tracks used by the Newton & Boston, under contract.<sup>2</sup> Commenced operation December 23, 1898.<sup>3</sup> Tracks used by the Marlborough.<sup>5</sup> Leased to the Gloucester.<sup>10</sup> Consolidated the Arlington & Winchester, October 1, 1898.<sup>12</sup> Commenced operation June 16, 1899.<sup>14</sup> No return filed by this company.<sup>15</sup> Commenced operation May 9, 1899.

## Tabulated Statements from Reports of Street Railway Companies—Continued.

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1890—Continued.					
		22.—From Passengers.	23.—From Mails and Merchandise.	24.—From Tolls, Rents, Advertising, etc.	25.—Total Earnings from Operation.	26.—Rentals from Lease of Railway.	27.—Miscellaneous Income.
							28.—Gross Income.
71	Northampton.	\$100,051 55	\$1,599 32	\$1,433 30	\$103,084 17	-	\$103,084 17
72	Northampton & Amherst.	-	-	-	-	-	-
73	North End (Worcester). <sup>1</sup>	-	-	-	-	\$8,000 00	8,000 00
74	North Woburn.	44,684 10	-	78 85	44,762 95	-	44,762 95
75	Norton & Attleborough. <sup>2</sup>	9,003 05	-	50 80	9,053 85	-	9,053 85
76	Norton & Taunton.	22,404 00	-	89 00	22,493 00	-	22,493 00
77	Palmer & Monson.	19,563 06	-	35 00	19,598 06	-	19,598 06
78	Pittsfield Electric.	72,905 57	-	75 00	72,980 57	-	73,076 32
79	Plum Island Electric (Newbury, etc.).	12,147 70	-	-	12,147 70	-	13,016 40
80	Plymouth & Kingston.	38,568 45	-	3,459 23	42,027 68	-	42,027 68
81	Plymouth & Sandwich. <sup>3</sup>	4,130 20	-	-	4,130 20	-	4,130 20
82	Providence & Taunton.	61,794 64	-	300 00	62,094 64	-	62,094 64
83	Quincy & Boston.	169,523 37	573 42	5,119 37	175,216 16	-	175,216 16
84	Reading & Lowell.	17,798 55	-	124 96	17,923 51	-	17,923 51
85	Rockland & Abington. <sup>4</sup>	55,247 15	383 71	1,601 22	57,232 08	-	57,456 37
86	Rockport.	30,018 90	-	53 31	30,072 21	-	30,072 21
87	Salem & Wakefield.	10,731 24	-	25 00	10,756 24	-	12,149 65
88	Shelburne Falls & Colrain.	7,179 25	5,709 63	7 50	12,896 38	-	12,896 38
89	Somerville. <sup>5</sup>	-	548 30	142 75	29,361 75	9,180 00	9,180 00
90	Southbridge & Sturbridge.	28,670 70	-	-	-	-	30,507 03
91	South Middlesex (Natick, etc.).	59,662 70	218 00	371 03	60,251 73	-	60,251 73
92	South Shore & Boston (Hingham, etc.). <sup>6</sup>	64,829 39	74 19	95 00	64,998 58	-	66,813 79
93	Springfield.	620,061 95	-	5,908 95	626,030 90	-	626,030 90
94	Stoughton & Randolph.	-	-	-	-	-	-
95	Taunton.	71,326 93	-	9,180 19	80,507 12	-	84,502 67

96	Taunton & Brockton, . . . . .	54,260 77	-	53 96	54,314 73	-	54,314 73
97	Templeton, . . . . .		-	-	-	-	-
98	Union (New Bedford, etc.), . . . . .	205,812 27	84 03	18,572 10	224,468 40	-	224,468 40
99	Wakefield & Stoneham, . . . . .	63,269 67	-	569 38	63,839 05	-	63,839 05
100	Warren, Brookfield & Spencer, . . . . .	57,892 36	-	250 00	58,142 36	-	58,142 36
101	Webster & Dudley, . . . . .	12,317 30	-	149 50	12,466 80	-	12,466 80
102	Wellesley & Boston, . . . . .	51,197 90	-	1,826 46	53,024 36	-	53,024 36
103	West End (Boston, etc.), <sup>5</sup> . . . . .	-	-	-	1,155,450 00	7,500 00	1,155,450 00
104	West Roxbury & Roslindale, . . . . .	79,062 95	-	283 30	79,346 25	-	79,346 25
105	Winnimmet (Chelsea), <sup>7</sup> . . . . .	-	-	-	3,000 00	-	3,000 00
106	Woburn & Reading, . . . . .	10,900 35	-	16 64	10,916 99	-	10,916 99
107	Woonsocket (of Rhode Island), . . . . .	60,385 40	353 47	15 00	60,753 87	-	60,753 87
108	Worcester & Blackstone Valley, . . . . .	16,560 75	-	-	16,560 75	-	16,560 75
109	Worcester & Clinton, <sup>8</sup> . . . . .	33,294 86	-	416 32	33,711 18	2,000 00	35,711 18
110	Worcester Consolidated, . . . . .	602,617 70	819 67	6,715 68	610,153 05	-	610,153 05
111	Worcester & Marlborough, . . . . .	64,127 82	600 00	460 00	65,187 82	-	65,187 82
112	Worcester & Shrewsbury R.R., <sup>1</sup> . . . . .	-	-	-	3,750 00	10 27	3,760 27
113	Worcester & Shrewsbury St. R.R., <sup>1</sup> . . . . .	-	-	-	1,000 00	-	1,000 00
114	Worcester & Suburban, . . . . .	155,096 08	271 66	1,576 51	156,944 25	-	156,944 25
115	Woronoco (Westfield), . . . . .	27,075 25	-	132 00	27,207 25	-	27,207 25
116	Worcester & Webster, . . . . .	-	-	-	-	-	-
	Totals, . . . . .	\$17,763,313 62	\$41,476 21	\$346,759 74	\$1,220,687 56	\$147,100 55	\$19,519,337 68

<sup>1</sup> Leased to the Worcester Consolidated.<sup>2</sup> Consolidated with the Norton & Taunton, August 1, 1899.<sup>3</sup> Commenced operation May 28, 1899.<sup>4</sup> Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington, July 15, 1899, under name of the Hanover, and name of consolidated company changed to South Shore & Boston.<sup>5</sup> Leased to the Boston Elevated.<sup>6</sup> Operations from July 15, 1899.<sup>7</sup> Leased to the Lynn & Boston.<sup>8</sup> Commenced operation December 1, 1898.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899.

RAILWAY COMPANIES.		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.	35. — Repair of Roadbed and Track.
1	Amesbury & Hampton,	—	—	—	\$453 75	—	\$453 75	—
2	Amherst & Sunderland,	\$953 90	\$66 47	\$108 53	122 04	\$29 93	1,280 87	\$107 96
3	Athol & Orange,	2,199 96	617 51	—	289 83	1,757 00	4,864 30	1,105 06
4	Beverly & Danvers,	95 70	6 10	—	69 03	76 62	247 45	178 79
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	182,421 07	61,391 47	97,831 28	126,918 23	366,437 87	834,999 92	822,057 87
8	Boston & Revere Electric,	—	—	—	—	—	—	—
9	Braintree,	562 00	1,299 56	—	135 00	106 60	2,103 16	459 51
10	Braintree & Weymouth,	1,293 26	980 47	660 00	1,948 28	247 30	5,129 31	1,202 90
11	Bridgewater, Whitman & Rockland,	633 22	270 08	—	1,029 20	—	1,932 50	561 40
12	Brockton,	9,968 17	3,327 90	1,595 11	3,278 67	4,087 99	22,257 84	23,473 68
13	Brockton, Bridgewater & Taunton,	3,297 92	472 50	—	4,301 48	3,205 22	11,277 12	3,282 00
14	Brockton & East Bridgewater,	963 28	84 29	—	1,027 48	712 44	2,787 49	962 03
15	Boston, Milton & Brockton,	425 24	340 86	240 73	165 83	9 00	1,181 66	138 00
16	Citizen's Electric (Newburyport, etc.),	883 73	270 30	—	663 31	110 14	1,927 48	545 16
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	6,820 69	791 44	126 21	842 25	203 15	8,783 74	1,219 63
19	Conway Electric,	391 25	71 00	—	25 00	—	487 25	554 61
20	Cottage City,	450 00	71 41	—	141 20	—	662 61	41 64
21	Dartmouth & Westport,	2,524 99	300 70	219 57	5,590 91	691 66	9,327 83	2,604 79
22	Dighton, Somerset & Swansea,	2,368 17	245 67	142 10	2,840 20	1,360 28	6,956 42	1,443 47
23	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—
24	Easton,	—	—	—	—	—	—	—
25	East Taunton,	295 00	106 51	—	144 70	68 25	614 46	354 56

26	East Wareham, Onset Bay & Pt. Ind.,	76 65	-	-	561 68	638 33	59 57
27	Fitchburg & Leominster,	1,935 56	229 37	2,329 22	-	11,740 45	1,688 55
28	Fitchburg & Suburban,	730 92	-	125 00	160 45	2,111 36	166 38
29	Framingham, Southboro' & Marlboro',	-	202 20	276 04	717 83	-	162 60
30	Framingham Union,	470 63	-	-	-	3,273 37	-
31	Gardner Electric,	258 24	125 00	432 24	88 28	2,422 76	291 79
32	Gardner, Westminster & Fitchburg,	49 84	-	13 00	-	62 84	-
33	Georgetown, Rowley & Ipswich,	-	-	-	-	-	-
34	Globe (Fall River),	977 30	1,010 00	11,994 46	3,650 28	26,220 19	15,296 47
35	Gloucester,	457 69	113 70	1,196 16	1,292 09	4,809 15	8,824 34
36	Gloucester, Essex & Beverly,	2,130 43	-	1,767 20	-	6,398 99	3,191 85
37	Gloucester & Rockport,	-	-	-	-	-	-
38	Grafton, Upton & Milford,	1,139 89	-	1,520 32	429 69	5,097 39	2,715 45
39	Greenfield & Turner's Falls,	207 05	-	453 80	-	812 35	993 31
40	Hanover,	-	-	-	-	-	-
41	Haverhill & Amesbury,	231 48	-	7,243 15	2,010 48	13,278 20	2,660 85
42	Haverhill, Georgetown & Danvers,	107 06	-	906 55	428 81	3,386 41	213 13
43	Hingham,	972 82	-	1,194 48	1,042 58	5,365 39	614 88
44	Holbrook & Weymouth,	-	-	-	-	-	-
45	Holyoke,	1,310 46	155 00	1,384 09	817 89	11,867 44	12,028 52
46	Hoosac Valley (North Adams, etc.),	1,327 62	607 08	3,805 01	874 61	9,614 32	9,135 52
47	Innerstate Consolidated (of R. I.),	419 74	534 10	8,577 12	1,843 35	14,193 31	25,590 28
48	Leominster & Clinton,	768 77	-	2,063 41	-	5,235 18	1,116 52
49	Lexington & Boston,	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill,	3,425 25	2,231 20	4,463 43	11,019 82	34,096 61	22,463 24
51	Lowell & Suburban,	1,020 47	333 00	5,932 56	5,031 35	30,609 29	15,676 90
52	Lynn & Boston,	6,469 24	7,971 92	6,073 53	8,109 84	69,386 99	72,118 37
53	Mansfield & Easton,	42 66	13 85	49 50	38 25	564 23	128 72
54	Mansfield & Norton,	46 51	15 10	53 97	41 69	615 20	31 31
55	Marlborough,	2,003 68	204 57	3,662 66	339 67	7,310 62	2,616 94



*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.								
RAILWAY COMPANIES.		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.	35. — Repair of Roadbed and Track.
56	Martha's Vineyard,	\$50 00	\$52 32	\$214 75	-	-	\$317 07	-
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	3,094 54	299 85	-	\$3,257 66	\$1,383 68	8,035 73	\$3,113 04
59	Mt. Tom (Northampton),	-	-	-	-	-	-	-
60	Mystic Valley (Stoneham, etc.),	1,680 73	162 07	-	1,328 83	686 12	3,857 75	1,186 58
61	Natick & Cohituate,	2,976 50	810 77	1,150 08	338 56	-	5,275 91	6,806 19
62	Needham & Boston,	-	58 60	-	347 00	-	405 60	39 40
63	New Bedford, Middleboro' & Brockton,	340 96	102 60	-	1,233 96	537 06	2,214 58	11 40
64	Newton,	6,050 60	790 76	250 00	609 10	2,155 43	9,855 89	2,339 18
65	Newton & Boston,	4,737 57	1,590 65	525 00	1,701 74	799 52	9,354 48	2,109 98
66	Newtonville & Watertown,	-	-	-	-	-	-	-
67	Norfolk Central (Dedham, etc.),	1,573 24	1,535 84	50 00	2,033 13	-	5,192 21	1,479 12
68	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	3,932 24	1,537 39	459 00	354 65	265 00	6,548 28	5,286 47
70	Norfolk Western (Dedham, etc.),	200 00	210 30	-	439 32	142 37	991 99	3 05
71	Northampton,	4,400 00	1,419 22	-	1,174 49	168 35	7,162 06	5,341 72
72	Northampton & Amherst,	-	-	-	-	-	-	-
73	North End (Worcester),	-	-	-	-	-	-	-
74	North Woburn,	1,958 18	701 76	-	3,257 52	-	5,917 46	4,377 35
75	Norton & Attleborough,	740 91	75 25	24 42	87 31	67 46	995 35	150 65
76	Norton & Taunton,	1,787 50	215 20	110 50	225 75	188 45	2,527 40	137 20
77	Palmer & Monson,	935 20	544 33	143 40	467 87	2,784 27	4,875 07	1,556 81
78	Pittsfield Electric,	3,050 00	176 26	300 00	4,149 27	377 10	8,052 63	6,787 11
79	Plum Island Electric (Newbury, etc.),	3,325 00	96 86	-	232 26	511 78	1,165 90	292 05
80	Plymouth & Kingston,	2,141 78	1,543 08	250 00	1,019 96	-	4,954 82	6,763 80

81	Plymouth & Sandwich,	65 00	18 95	-	-	165 45	249 40	331 47
82	Providence & Taunton,	1,883 35	441 36	136 75	2,650 76	1,923 16	7,035 38	2,361 06
83	Quincy & Boston,	5,687 81	2,196 18	1,798 93	3,493 67	6,931 47	20,108 06	4,097 17
84	Reading & Lowell,	965 08	229 39	-	1,804 17	68 01	3,066 65	533 45
85	Rockland & Abington,	2,429 16	1,066 09	1,355 00	1,907 33	314 54	7,072 12	1,741 05
86	Rockport,	1,140 82	158 73	-	-	138 66	1,438 21	568 02
87	Salem & Wakefield,	410 50	29 26	-	440 58	349 57	1,229 91	260 88
88	Shelburne Falls & Colrain,	267 96	42 78	-	309 48	-	620 22	1,052 64
89	Somerville,	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	720 00	208 18	-	1,632 70	-	2,560 88	861 10
91	South Middlesex (Natick, etc.),	2,975 23	584 53	157 24	2,976 42	1,584 98	8,278 40	2,998 17
92	South Shore & Boston (Hingham, etc.),	681 25	1,220 65	62 50	594 07	922 78	3,481 25	1,628 88
93	Springfield,	20,008 00	1,237 18	-	7,394 87	6,190 24	34,830 29	30,017 96
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	4,203 12	214 52	393 51	996 93	2,427 47	8,235 55	3,353 31
96	Taunton & Brockton,	1,474 62	189 78	132 61	324 30	650 51	2,771 82	2,200 39
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	6,352 72	527 30	605 77	12,247 36	1,589 03	21,322 18	2,669 24
99	Wakefield & Stoneham,	2,924 96	1,791 39	-	4,010 15	1,507 40	10,233 90	9,206 44
100	Warren, Brookfield & Spencer,	2,232 93	249 24	-	1,866 40	527 03	4,875 60	1,968 12
101	Webster & Dudley,	833 00	614 11	-	278 74	263 50	1,989 35	23 21
102	Wellesley & Boston,	5,429 13	675 45	225 00	280 27	605 86	7,215 71	336 16
103	West End (Boston, etc.),	-	-	-	-	-	-	-
104	West Roxbury & Roslindale,	3,199 01	1,117 71	315 00	4,243 94	140 25	9,015 91	1,178 53
105	Winnisimmet (Chelsea),	-	-	-	-	-	-	-
106	Woburn & Reading,	957 59	93 89	-	552 55	205 04	1,809 07	355 04
107	Woonsocket (of Rhode Island),	520 00	-	-	3,060 00	-	3,580 00	2,276 94
108	Worcester & Blackstone Valley,	-	47 77	-	768 95	-	816 72	792 00
109	Worcester & Clinton,	1,427 14	159 67	125 00	879 43	470 93	3,062 17	1,172 26
110	Worcester Consolidated,	17,809 28	2,935 14	2,143 83	35,840 46	2,476 54	61,205 25	22,084 22

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
RAILWAY COMPANIES.		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.	35. — Repair of Roadbed and Track.
111	Worcester & Marlborough, . . .	\$1,749 98	\$1,586 38	\$117 00	\$3,184 81	\$544 28	\$7,182 45	\$2,000 54
112	Worcester & Shrewsbury R.R., . .	-	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry., .	-	-	-	-	-	-	-
114	Worcester & Suburban, . . .	5,289 08	2,424 02	1,447 04	5,956 44	-	15,116 58	10,011 33
115	Woronoco (Westfield), . . .	1,139 59	385 41	250 00	380 35	171 40	2,326 75	774 12
116	Worcester & Webster, . . .	-	-	-	-	-	-	-
	Totals, . . . . .	\$474,037 59	\$129,692 37	\$127,411 95	\$335,836 80	\$457,836 78	\$1,524,815 49	\$1,212,713 35

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.								
RAILWAY COMPANIES.		36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
1	Amesbury & Hampton,	—	—	\$5 60	\$236 33	\$249 67	\$107 00	—
2	Amherst & Sunderland,	\$9 93	\$112 84	—	1,790 23	1,288 74	1,278 02	—
3	Athol & Orange,	411 77	273 40	—	399 28	54 84	—	—
4	Beverly & Danvers,	—	220 49	—	—	—	—	—
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	147,302 99	283,087 04	56,750 18	1,309,198 08	381,347 21	210,400 18	\$10,773 71
8	Boston & Revere Electric,	—	—	—	—	—	—	—
9	Braintree,	140 65	1,744 87	—	2,345 03	3,079 97	—	—
10	Braintree & Weymouth,	356 94	1,057 55	20 60	2,637 99	2,375 25	1,345 35	87 74
11	Bridgewater, Whitman & Rockland,	113 06	1,431 09	107 25	2,212 80	1,277 57	465 75	—
12	Brockton,	6,309 44	7,802 16	3,175 48	40,760 76	9,860 32	13,821 30	—
13	Brockton, Bridgewater & Taunton,	171 11	4,409 79	284 97	8,147 87	1,942 29	742 39	—
14	Brockton & East Bridgewater,	202 87	575 60	44 07	1,784 57	508 28	213 77	—
15	Boston, Milton & Brockton,	16 70	—	—	154 70	255 37	—	—
16	Citizen's Electric (Newburyport, etc.),	216 07	—	24 71	785 94	500 96	707 57	—
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	1,034 77	803 60	263 78	3,321 78	3,384 52	1,385 15	280 17
19	Conway Electric,	—	—	—	554 61	75 74	311 40	—
20	Cottage City,	60 00	—	29 00	130 64	45 00	102 92	—
21	Dartmouth & Westport,	829 79	1,017 65	—	4,452 23	994 97	1,589 38	—
22	Dighton, Somerset & Swansea,	379 51	922 05	391 20	3,136 23	1,353 56	1,541 42	—
23	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—
24	Easton,	—	—	—	—	—	—	—
25	East Taunton,	77 01	260 99	50 00	742 56	213 51	170 90	—

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.

RAILWAY COMPANIES.								36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
26	East Wareham, Onset Bay & Pt. Ind.,	—	—	—	—	—	\$59 57	\$56 42	—	—	—	\$220 42	—	
27	Fitchburg & Leominster, . . . .	\$788 80	\$4,248 55	\$369 13	7,095 03	5,223 40	746 57	475 18	\$4,139 62	104 10	—	535 06	—	
28	Fitchburg & Suburban, . . . .	24 04	556 15	—	—	—	—	—	—	—	—	—	—	
29	Framingham, Southboro' & Marlboro',	—	—	—	—	—	—	—	—	—	—	—	—	
30	Framingham Union, . . . .	78 54	547 86	73 51	862 51	963 00	—	—	688 68	—	—	15 75	—	
31	Gardner Electric, . . . .	39 80	426 69	2 19	760 47	179 67	—	—	169 38	—	—	—	—	
32	Gardner, Westminster & Fitchburg, .	—	—	—	—	—	—	—	—	—	—	—	—	
33	Georgetown, Rowley & Ipswich, . .	—	—	—	—	—	—	—	—	—	—	—	—	
34	Globe (Fall River), . . . .	4,534 49	2,906 33	396 39	23,133 68	10,870 69	—	—	11,987 91	—	—	86 90	—	
35	Gloucester, . . . .	3,442 58	1,926 14	6,116 58	20,309 64	5,026 59	—	—	3,604 39	—	—	—	—	
36	Gloucester, Essex & Beverly, . . .	394 52	3,213 07	379 14	7,178 58	1,386 01	—	—	3,182 31	—	—	—	—	
37	Gloucester & Rockport, . . . .	—	—	—	—	—	—	—	—	—	—	—	—	
38	Grafton, Upton & Milford, . . . .	—	355 47	88 71	3,644 51	1,010 73	—	—	992 99	—	—	—	—	
39	Greenfield & Turner's Falls, . . .	484 88	961 04	—	1,976 11	331 94	—	—	334 82	—	—	—	—	
40	Hanover, . . . .	21 76	—	—	—	—	—	—	—	—	—	—	—	
41	Haverhill & Amesbury, . . . .	693 93	2,877 09	203 34	6,435 21	3,510 68	—	—	2,929 94	—	—	—	—	
42	Haverhill, Georgetown & Danvers, .	27 80	752 55	1 28	994 76	495 27	—	—	252 44	—	—	—	—	
43	Hingham, . . . .	936 23	1,810 54	38 03	3,399 68	1,311 65	—	—	1,296 28	—	—	—	—	
44	Holbrook & Weymouth, . . . .	—	—	—	—	—	—	—	—	—	—	—	—	
45	Holyoke, . . . .	1,748 62	7,088 08	1,174 44	22,039 66	14,290 15	—	—	7,330 09	—	—	—	—	
46	Hoosac Valley (North Adams, etc.), .	892 59	2,112 44	160 56	12,301 11	2,171 88	—	—	2,565 75	—	—	—	—	
47	Interstate Consolidated (of R. I.), .	3,365 85	5,883 93	537 76	35,377 82	5,431 31	—	—	5,054 27	—	—	—	—	
48	Leominster & Clinton, . . . .	154 59	1,050 48	127 23	2,448 82	1,641 43	—	—	1,435 65	—	—	—	—	
49	Lexington & Boston, . . . .	—	—	—	—	—	—	—	—	—	—	—	—	
50	Lowell, Lawrence & Haverhill, . . .	4,916 91	10,067 44	1,197 39	38,644 98	16,229 44	—	—	13,045 70	—	—	1,661 27	—	



51	Lowell & Suburban,	.	.	.	.	.	3,296 00	11,788 52	919 22	31,680 64	12,711 25	14,726 49	271 10
52	Lynn & Boston,	.	.	.	.	.	14,033 18	45,690 08	3,336 22	135,177 85	78,642 67	38,100 20	-
53	Mansfield & Easton,	.	.	.	.	.	18 91	246 69	-	394 32	201 45	281 30	-
54	Mansfield & Norton,	.	.	.	.	.	9 75	268 97	-	310 03	219 63	396 69	-
55	Marlborough,	.	.	.	.	.	336 45	1,448 84	308 22	4,710 45	2,866 47	2,344 04	166 51
56	Martha's Vineyard,	.	.	.	.	.	-	-	-	-	-	28 50	-
57	Milford, Attleborough, & Woonsocket,	.	.	.	.	.	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	.	.	.	.	.	1,029 70	3,567 35	111 91	7,822 00	2,560 61	2,135 99	-
59	Mt. Tom (Northampton),	.	.	.	.	.	-	-	-	-	-	-	-
60	Mystic Valley (Stoneham, etc.),	.	.	.	.	.	330 38	1,552 94	13 18	3,083 08	1,131 19	89 79	-
61	Natick & Cohituate,	.	.	.	.	.	-	626 34	-	7,432 53	7,712 90	4,842 38	-
62	Needham & Boston,	.	.	.	.	.	-	-	-	39 40	41 77	40 88	-
63	New Bedford, Middleboro' & Brockton,	.	.	.	.	.	-	-	-	11 40	3,659 97	3,060 28	-
64	Newton,	.	.	.	.	.	1,240 06	3,561 14	209 43	7,349 81	1,850 62	1,846 53	62 60
65	Newton & Boston,	.	.	.	.	.	426 66	2,737 55	156 74	5,430 93	-	-	-
66	Newtonville & Watertown,	.	.	.	.	.	-	-	-	-	-	-	-
67	Norfolk Central (Dedham, etc.),	.	.	.	.	.	364 20	2,435 22	49 48	4,328 02	787 52	1,045 13	-
68	Norfolk Southern (Dedham, etc.),	.	.	.	.	.	838 92	2,757 51	374 78	9,257 68	3,098 90	3,439 93	-
69	Norfolk Suburban (Hyde Park, etc.),	.	.	.	.	.	-	-	-	3 05	121 19	164 44	-
70	Norfolk Western (Dedham, etc.),	.	.	.	.	.	-	-	-	-	-	-	-
71	Northampton,	.	.	.	.	.	953 23	2,634 33	403 05	9,332 33	3,608 68	3,272 53	-
72	Northampton & Amherst,	.	.	.	.	.	-	-	-	-	-	-	-
73	North End (Worcester),	.	.	.	.	.	-	-	-	-	-	-	-
74	North Woburn,	.	.	.	.	.	506 79	2,202 28	14 37	7,100 79	50 35	2,382 30	10 35
75	Norton & Attleborough,	.	.	.	.	.	30 82	435 14	-	616 61	355 32	496 19	-
76	Norton & Taunton,	.	.	.	.	.	47 80	762 35	18 46	965 81	939 98	1,342 55	-
77	Palmer & Monson,	.	.	.	.	.	19 18	371 41	25 13	1,972 53	53 74	18 82	-
78	Pittsfield Electric,	.	.	.	.	.	454 98	1,876 43	1,008 64	10,127 16	3,957 25	3,897 69	154 27
79	Plum Island Electric (Newbury, etc.),	.	.	.	.	.	45 00	-	131 41	468 46	168 89	59 16	-
80	Plymouth & Kingston,	.	.	.	.	.	967 96	1,436 78	4,505 81	13,674 35	1,242 95	838 08	-

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.								
RAILWAY COMPANIES.								
	36.—Repair of Electric Line System.	37.—Removing Snow and Ice.	38.—Repair of Buildings.	39.—Total Repairs of Roadway and Buildings.	40.—Re- pair of Cars and Vehicles.	41.—Repair of Electric Car Equipment.	42.—Horses, Harnesses, etc.	
81	Plymouth & Sandwich,	—	—	\$331 47	—	—	—	
82	Providence & Taunton,	\$382 65	\$166 83	4,356 15	\$2,138 78	\$2,417 83	—	
83	Quincy & Boston,	1,921 02	776 78	11,382 09	14,942 92	—	—	
84	Reading & Lowell,	328 04	854 79	1,716 28	742 10	1,021 64	—	
85	Rockland & Abington,	273 36	96 25	5,339 82	2,026 93	2,745 31	\$52 43	
86	Rockport,	106 05	—	1,370 22	1,108 31	17 00	—	
87	Salem & Wakefield,	137 36	—	836 41	635 53	40 19	—	
88	Shelburne Falls & Colrain,	58 13	24 03	1,328 68	116 61	227 84	—	
89	Somerville,	—	—	—	—	—	—	
90	Southbridge & Sturbridge,	222 09	9 69	1,842 23	722 95	319 55	—	
91	South Middlesex (Natick, etc.),	617 17	61 75	6,036 24	1,321 91	2,166 95	—	
92	South Shore & Boston (Hingham, etc.),	718 02	79 89	2,426 79	3,341 33	2,318 33	169 14	
93	Springfield,	9,204 75	2,057 74	49,194 50	43,250 14	22,478 33	558 50	
94	Stoughton & Randolph,	—	—	—	—	—	—	
95	Taunton,	810 28	387 16	5,695 04	1,974 06	1,480 03	26 70	
96	Taunton & Brockton,	778 57	—	3,987 70	1,800 61	1,879 53	—	
97	Templeton,	—	—	—	—	—	—	
98	Union (New Bedford, etc.),	2,754 74	527 52	8,734 86	7,357 32	4,467 06	37 04	
99	Wakefield & Stoneham,	238 86	1,307 19	13,688 54	1,668 96	2,309 08	—	
100	Warren, Brookfield & Spencer,	201 64	111 11	5,188 26	1,005 44	1,172 91	—	
101	Webster & Dudley,	—	—	623 04	122 71	470 30	—	
102	Wellesley & Boston,	395 94	37 91	1,592 37	1,598 31	1,225 52	—	
103	West End (Boston, etc.),	—	—	—	—	—	—	
104	West Roxbury & Roslindale,	285 83	99 66	3,997 42	2,047 14	1,110 17	—	
105	Winnisimmet (Chelsea),	—	—	—	—	—	—	

106	Woburn & Reading, . . . . .	140 39	1,423 04	51 03	1,969 50	411 79	412 43	-
107	Woonsocket (of Rhode Island), . .	103 03	1,347 50	105 58	3,833 05	3,854 88	2,816 10	51 96
108	Worcester & Blackstone Valley, . .	188 90	905 85	-	1,886 75	679 97	194 69	-
109	Worcester & Clinton, . . . . .	303 49	1,564 58	245 99	3,286 32	747 92	1,351 70	-
110	Worcester Consolidated, . . . . .	7,208 06	10,400 79	4,429 58	44,122 65	30,337 40	18,054 87	860 60
111	Worcester & Marlborough, . . . . .	313 01	3,903 11	98 03	6,314 69	3,483 38	1,275 80	-
112	Worcester & Shrewsbury R.R., . .	-	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry., . .	-	-	-	-	-	-	-
114	Worcester & Suburban, . . . . .	3,378 37	5,888 68	925 89	20,204 27	11,186 58	7,056 39	934 30
115	Woronoco (Westfield), . . . . .	218 23	515 16	19 24	1,526 75	2,007 48	318 61	-
116	Worcester & Webster, . . . . .	-	-	-	-	-	-	-
	Totals, . . . . .	\$236,416 49	\$499,954 40	\$95,217 42	\$2,014,301 66	\$746,027 97	\$457,494 87	\$17,016 52

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
1	Amesbury & Hampton,	—	\$749 84	—	\$1,408 00	—	—	—
2	Amherst & Sunderland,	\$356 67	3,584 02	—	3,102 48	—	—	—
3	Athol & Orange,	2,566 76	4,181 38	—	5,767 90	\$22 00	—	—
4	Beverly & Danvers,	54 84	951 18	—	2,253 00	—	\$465 16	—
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston and Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	602,521 10	462,482 52	\$14,893 60	2,973,522 95	420,000 00	3,392 04	\$41,929 21
8	Boston & Revere Electric,	—	—	—	—	—	—	—
9	Braintree,	3,079 97	2,988 46	—	6,765 00	7,289 07	1,566 53	175 00
10	Braintree & Weymouth,	3,808 34	5,132 35	—	9,690 51	205 30	527 53	—
11	Bridgewater, Whitman & Rockland,	1,743 32	5,384 89	—	5,717 10	39 70	1,051 48	—
12	Brockton,	23,681 62	19,270 71	—	76,759 79	8,473 41	92	—
13	Brockton, Bridgewater & Taunton,	2,684 68	12,523 06	—	17,338 58	121 47	—	—
14	Brockton & East Bridgewater,	722 05	3,964 76	—	4,820 54	17 20	1,519 21	—
15	Boston, Milton & Brockton,	255 37	1,933 22	—	1,771 88	1,105 00	—	—
16	Citizen's Electric (Newburyport, etc.),	1,208 53	1,697 68	—	6,720 87	175 50	—	—
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	5,049 84	11,417 80	165 66	16,172 88	156 25	17 20	900 73
19	Conway Electric,	387 14	1,696 73	—	1,375 70	—	—	115 00
20	Cottage City,	147 92	953 38	—	1,632 85	—	—	—
21	Dartmouth & Westport,	2,584 35	—	—	15,097 95	3,443 69	32,177 43	—
22	Dighton, Somerset & Swansea,	2,894 98	9,702 55	—	11,703 19	2,057 35	6,556 04	319 50
23	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—
24	Easton,	—	—	—	—	—	—	—
25	East Taunton,	384 41	1,819 40	—	2,290 48	—	99 40	420 00

		276 84	711 14	2,159 80	5 50		175 00
26	East Wareham, Onset Bay & Pt. Ind.,					-	
27	Fitchburg & Leominster, . . . . .	9,898 08	492 24	42,372 78	-	-	
28	Fitchburg & Suburban, . . . . .	579 28	-	6,092 53	-	-	
29	Framingham, Southboro' & Marlboro',					-	
30	Framingham Union, . . . . .	1,667 43	461 54	7,106 27	18 60	-	
31	Gardner Electric, . . . . .	349 05				-	
32	Gardner, Westminster & Fitchburg, .	-		5,437 47	19 76	-	
33	Georgetown, Rowley & Ipswich, . .					-	
34	Globe (Fall River), . . . . .	22,945 50	560 25	88,155 06	11,807 52	-	564 38
35	Gloucester, . . . . .	8,630 98	-	17,290 34	400 85	-	340 16
36	Gloucester, Essex & Beverly, . . .	4,568 32	-	19,335 68	473 00	273 74	-
37	Gloucester & Rockport, . . . . .	-	-			-	-
38	Grafton, Upton & Milford, . . . .	2,003 72	-	6,742 12	18 23	-	15 00
39	Greenfield & Turner's Falls, . . . .	666 76	-	2,590 39	122 00	240 96	-
40	Hanover, . . . . .					-	
41	Haverhill & Amesbury, . . . . .	6,440 62	-	24,046 17	636 10	130 02	-
42	Haverhill, Georgetown & Danvers, .	747 71	-	5,754 20	7 00	319 62	-
43	Hingham, . . . . .	2,607 93	-	8,254 00	20 00	661 88	-
44	Holbrook & Weymouth, . . . . .	-	-			-	-
45	Holyoke, . . . . .	21,620 24	-	71,171 74	7,766 33	-	-
46	Hoosac Valley (North Adams, etc.), .	4,737 63	-	18,289 84	4 00	-	-
47	Interstate Consolidated (of R. I.), .	10,485 58	-	35,222 27	341 07	-	585 00
48	Leominster & Clinton, . . . . .	3,077 08	-	10,217 75	111 74	-	-
49	Lexington & Boston, . . . . .					-	-
50	Lowell, Lawrence & Haverhill, . . .	30,936 41	1,079 31	105,751 24	19,388 25	1,114 34	2,622 17
51	Lowell & Suburban, . . . . .	27,708 84	798 63	99,377 43	8,065 23	-	2,899 92
52	Lynn & Boston, . . . . .	116,742 87		371,844 82	46,472 45	-	5,940 35
53	Mansfield & Easton, . . . . .	482 75	-	1,946 86	-	-	111 54
54	Mansfield & Norton, . . . . .	616 32	-	2,122 62	-	-	121 72
55	Marlborough, . . . . .	5,377 02	-	14,164 51	140 00	-	-



*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.

RAILWAY COMPANIES.		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Proverider for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
56	Martha's Vineyard, . . . . .	\$28 50	\$320 00	-	\$290 65	-	-	-
57	Milford, Attleborough, & Woonsocket, . . . . .	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham, . . . . .	4,696 60	11,490 88	-	22,735 08	\$374 35	\$46 48	-
59	Mt. Tom (Northampton), . . . . .	-	-	-	-	-	-	-
60	Mystic Valley (Stoneham, etc.), . . . . .	1,220 98	6,321 91	-	9,021 71	223 16	-	-
61	Natick & Cohituate, . . . . .	12,555 28	9,878 23	-	15,428 48	38 00	-	-
62	Needham & Boston, . . . . .	-	1,069 12	-	1,039 68	-	-	-
63	New Bedford, Middleboro' & Brockton, . . . . .	82 65	2,461 78	-	2,331 38	50 00	841 68	-
64	Newton, . . . . .	6,720 25	11,991 26	\$281 87	27,975 89	5,298 48	2,765 21	-
65	Newton & Boston, . . . . .	3,759 75	-	372 56	26,452 42	7,160 98	7,372 44	-
66	Newtonville & Watertown, . . . . .	-	-	-	-	-	-	\$146 50
67	Norfolk Central (Dedham, etc.), . . . . .	1,832 65	8,002 08	-	11,093 82	204 85	-	-
68	Norfolk Southern (Dedham, etc.), . . . . .	-	-	-	-	-	-	358 25
69	Norfolk Suburban (Hyde Park, etc.), . . . . .	6,538 83	16,579 53	-	26,578 23	3,577 36	-	-
70	Norfolk Western (Dedham, etc.), . . . . .	285 63	2,796 22	-	4,688 95	137 50	-	-
71	Northampton, . . . . .	6,881 21	9,331 58	198 56	27,488 34	1,550 99	-	-
72	Northampton & Amherst, . . . . .	-	-	-	-	-	-	-
73	North End (Worcester), . . . . .	-	-	-	-	-	-	180 00
74	North Woburn, . . . . .	2,443 00	7,100 10	167 89	7,947 16	796 60	395 86	197 02
75	Norton & Attleborough, . . . . .	851 51	1,820 86	-	3,434 05	25 00	-	-
76	Norton & Taunton, . . . . .	2,282 53	4,643 42	-	10,476 72	100 00	939 99	526 00
77	Palmer & Monson, . . . . .	72 56	5,216 64	-	8,305 23	-	-	120 00
78	Pittsfield Electric, . . . . .	8,009 21	9,289 57	316 16	17,402 97	39 13	-	-
79	Plum Island Electric (Newbury, etc.), . . . . .	228 05	-	-	2,159 68	155 00	1,460 24	350 00
80	Plymouth & Kingston, . . . . .	2,081 03	6,956 20	-	12,873 54	142 00	-	-

81	Plymouth & Sandwich,	849 34	-	1,166 45	-	3,003 67	-
82	Providence & Taunton,	8,904 68	-	9,522 78	1,007 35	521 14	430 97
83	Quincy & Boston,	14,628 37	388 13	44,594 48	3,686 36	10 94	-
84	Reading & Lowell,	5,180 66	-	5,978 96	2,740 93	600 31	-
85	Rockland & Abington,	15,377 77	-	13,659 75	618 00	-	500 00
86	Rockport,	7,588 13	-	7,261 39	114 00	615 11	100 00
87	Salem & Wakefield,	3,087 29	-	4,237 45	25 41	455 15	-
88	Shelburne Falls & Colrain,	1,015 44	-	4,089 12	67 50	-	-
89	Somerville,	-	-	-	-	-	-
90	Southbridge & Sturbridge,	5,900 78	-	8,979 50	16 50	-	-
91	South Middlesex (Natick, etc.),	5,175 72	-	15,795 85	328 40	-	-
92	South Shore & Boston (Hingham, etc.),	5,828 80	-	19,161 37	995 06	471 39	-
93	Springfield,	48,777 48	-	225,289 66	9,109 72	-	-
94	Stoughton & Randolph,	-	-	-	-	-	511 09
95	Taunton,	3,480 79	492 22	19,479 78	1,442 00	-	-
96	Taunton & Brockton,	3,680 14	-	10,265 88	1,604 96	1,491 49	-
97	Templeton,	-	-	-	-	-	-
98	Union (New Bedford, etc.),	11,861 42	497 96	65,720 88	3,325 51	-	-
99	Wakefield & Stoneham,	3,978 04	-	22,453 67	1,788 25	430 14	-
100	Warren, Brookfield & Spencer,	2,178 35	-	14,745 17	252 75	-	-
101	Webster & Dudley,	593 01	-	6,038 79	-	-	-
102	Wellesley & Boston,	2,823 83	99 96	12,970 78	1,266 07	1,588 34	-
103	West End (Boston, etc.),	-	-	-	-	-	-
104	West Roxbury & Roslindale,	3,137 31	-	19,923 63	652 15	-	328 26
105	Winnisimmet (Chelsea),	-	-	-	-	-	-
106	Woburn & Reading,	824 22	-	3,549 53	120 24	576 93	-
107	Woonsocket (of Rhode Island),	6,722 94	304 89	21,869 33	11,578 41	-	420 00
108	Worcester & Blackstone Valley,	874 66	-	6,240 72	75 00	-	-
109	Worcester & Clinton,	2,099 62	-	8,819 72	-	56 50	-
110	Worcester Consolidated,	49,252 87	550 42	143,644 41	-	873 05	50,300 00

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.								
RAILWAY COMPANIES.		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
111	Worcester & Marlborough.	\$4,759 18	\$8,415 73	-	\$13,305 26	\$69 10	\$582 91	-
112	Worcester & Shrewsbury R. R.,	-	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry.,	-	-	-	-	-	-	-
114	Worcester & Suburban,	19,177 27	16,022 75	-	41,463 44	1,267 30	7 07	\$407 14
115	Woronoco (Westfield),	2,326 09	4,514 74	-	10,901 60	162 75	-	81 29
116	Worcester & Webster, .	-	-	-	-	-	-	-
Totals, . . . . .		\$1,220,539 36	\$1,323,805 07	\$22,832 99	\$5,148,250 77	\$601,110 69	\$75,269 54	\$112,191 20

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.

RAILWAY COMPANIES.		50. — Other Transportation Expenses.	51. — Total Transportation Expenses.	52. — Total Operating Ex- penses.	53. — Per Cent to Earnings from Operation.	54. — Interest on Funded Debt.	55. — Interest and Discount on Loans.	56. — Taxes.
1	Anesbury & Hampton,	-	\$2,157 84	\$2,611 59	56.38	-	\$1,204 16	\$143 31
2	Amherst & Sunderland,	\$174 22	6,860 72	8,734 89	77.89	-	181 28	89 90
3	Athol & Orange,	255 97	10,237 25	19,458 84	65.24	\$3,000 00	-	127 57
4	Beverly & Danvers,	-	3,669 34	4,370 91	60.53	2,400 00	-	-
5	Blue Hill (Canton, etc.),	-	-	-	-	-	-	-
6	Boston & Chelsea,	-	-	6,827,150 30	70.59	495,725 00	-	757,995 46
7	Boston Elevated,	164,210 88	4,080,431 20	-	-	-	-	-
8	Boston & Revere Electric,	-	-	26,312 22	-	1,600 00	324 87	1,043 73
9	Braintree,	-	18,784 06	27,588 58	-	2,999 99	623 26	1,993 03
10	Braintree & Weymouth,	407 25	16,012 94	-	-	-	-	-
11	Bridgewater, Whitman & Rockland,	72 94	12,266 11	18,154 73	-	3,187 50	1,620 98	956 25
12	Brockton,	9,684 91	114,189 74	200,889 96	55.35	37,132 50	2,568 80	18,238 08
13	Brockton, Bridgewater & Taunton,	6,356 38	36,339 49	58,449 16	73.33	10,000 00	5,358 29	3,318 43
14	Brockton & East Bridgewater,	726 53	11,048 24	16,342 35	84.50	1,500 00	670 78	673 54
15	Boston, Milton & Brockton,	321 16	5,131 26	6,722 99	61.18	694 45	958 75	653 46
16	Citizen's Electric (Newburyport, etc.),	172 43	8,766 48	12,688 43	45.14	-	1,690 13	952 73
17	Clinton & Hudson,	-	-	-	-	-	-	-
18	Commonwealth Avenue (Newton),	4,170 01	33,000 53	50,155 89	69.02	3,750 00	-	4,503 87
19	Conway Electric,	25 00	3,212 43	4,641 43	64.15	-	2,900 14	506 48
20	Cottage City,	-	2,586 23	3,527 40	86.13	1,500 00	112 78	22 02
21	Dartmouth & Westport,	845 41	51,564 48	67,928 89	69.27	4,500 00	-	4,940 69
22	Dighton, Somerset & Swansea,	2,553 37	32,892 00	45,879 63	76.10	6,250 00	1,484 58	2,412 83
23	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
24	Easton,	-	-	-	-	-	-	-
25	East Taunton,	530 20	5,159 48	6,900 91	55.71	-	-	789 00

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.							
	RAILWAY COMPANIES.						
	50.—Other Transportation Expenses.	51.—Total Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.
26	—	\$3,051 44	\$4,026 18	86.64	—	\$18 00	\$55 81
27	\$4,993 06	65,335 83	94,069 39	67.05	\$7,500 00	7,707 77	6,249 68
28	888 72	12,772 99	16,210 20	71.74	—	3,279 84	702 21
29	15,300 92	15,300 92	15,300 92	—	2,103 33	355 97	—
30	287 49	12,505 54	18,308 85	56.95	2,500 00	4,136 33	841 86
31	314 02	9,872 21	13,404 49	82.44	—	1,673 24	828 96
32	4 19	53 57	116 41	68.69	—	—	370 83
33	—	—	—	—	—	—	—
34	3,365 49	126,172 37	198,471 74	58.87	71,250 00	1,775 51	12,879 29
35	4,432 40	31,076 11	64,825 88	88.42	3,000 00	4,881 09	3,782 56
36	1,320 69	29,158 61	47,304 50	77.08	6,250 00	2,394 87	2,777 05
37	—	—	—	—	—	—	—
38	—	—	—	—	—	—	—
39	1,171 36	11,649 94	22,395 56	60.43	4,800 00	1,122 45	1,877 45
40	203 03	6,131 57	9,586 79	—	—	756 51	400 00
41	558 92	41,822 14	67,976 17	66.68	26,500 00	1,582 93	1,636 23
42	120 63	10,687 95	15,816 83	67.89	875 00	1,520 58	947 90
43	223 24	14,301 70	25,674 70	—	5,774 95	4,105 37	2,250 00
44	—	—	—	—	—	—	—
45	1,370 00	99,501 92	155,029 26	66.51	12,500 00	5,059 34	17,137 00
46	—	29,243 15	55,896 21	69.04	5,000 00	1,076 02	1,233 75
47	2,559 59	67,275 29	127,332 00	83.79	6,000 00	2,640 00	7,957 70
48	586 09	13,416 69	24,177 77	48.10	10,100 00	1,512 88	2,578 32
49	—	—	—	—	—	—	—
50	12,150 03	188,125 54	291,803 54	57.83	72,615 62	1,106 36	29,798 11



51	Lowell & Suburban,	11,766 02	144,377 45	234,376 22	56.74	50,000 00	13,872 21	27,236 91
52	Lynn & Boston,	16,960 61	537,474 33	858,782 04	54.93	305,359 84	3,159 34	65,338 68
53	Mansfield & Easton,	35 25	3,225 95	4,667 25	-	1,717 36	605 17	260 00
54	Mansfield & Norton,	37 92	3,407 75	4,949 30	-	1,211 12	225 26	631 20
55	Marlborough,	5,304 22	27,755 18	45,153 27	84.29	3,780 00	2,836 73	1,800 00
56	Martha's Vineyard,	-	610 65	956 22	66.37	-	221 66	75 90
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	449 95	35,096 74	55,651 07	58.92	8,250 00	1,928 18	3,491 59
59	Mt. Tom (Northampton),	-	-	-	-	-	-	-
60	Mystic Valley (Stoneham, etc.),	151 29	15,718 07	23,879 88	70.38	2,250 00	2,199 83	1,661 03
61	Natick & Cohituate,	-	25,344 71	50,608 43	78.62	-	1,875 77	2,371 56
62	Needham & Boston,	38 25	2,147 05	2,592 05	91.49	-	-	89 92
63	New Bedford, Middleboro' & Brockton,	208 27	5,893 11	8,201 74	65.01	-	1,732 16	2,564 25
64	Newton,	415 16	48,727 87	72,653 82	68.79	6,750 00	6,018 47	3,390 97
65	Newton & Boston,	385 47	41,743 87	60,289 03	81.84	6,250 00	4,124 23	2,109 54
66	Newtonville & Watertown,	-	-	-	-	-	1,857 72	412 25
67	Norfolk Central (Dedham, etc.),	320 06	19,767 31	31,120 19	80.20	3,000 00	4,430 16	2,069 40
68	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	1,666 37	48,759 74	71,104 53	70.46	3,750 00	-	5,914 42
70	Norfolk Western (Dedham, etc.),	-	7,622 67	8,903 34	90.46	833 33	-	-
71	Northampton,	-	38,569 47	61,945 07	60.09	1,250 00	1,438 77	6,457 98
72	Northampton & Amherst,	-	-	-	-	-	-	-
73	North End (Worcester),	-	-	-	-	3,750 00	-	-
74	North Woburn,	202 15	16,789 76	32,251 01	72.05	-	6,238 28	1,985 03
75	Norton & Attleborough,	51 59	5,528 52	7,991 99	-	1,666 67	27 72	631 20
76	Norton & Taunton,	225 60	16,911 73	22,687 47	100.86	5,333 33	1,456 91	1,256 93
77	Palmer & Monson,	-	13,641 87	20,562 03	104.92	-	3,803 75	144 84
78	Pittsfield Electric,	894 39	27,942 22	54,131 22	74.17	2,466 25	248 33	2,845 70
79	Plum Island Electric (Newbury, etc.),	-	4,124 82	5,987 23	49.28	-	1,019 06	475 13
80	Plymouth & Kingston,	-	19,971 74	40,681 94	96.80	1,750 00	2,309 93	1,168 78

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.

RAILWAY COMPANIES.		50. — Other Transportation Expenses.	51. — Total Transportation Expenses.	52. — Total Operating Ex- penses.	53. — Per Cent to Earnings from Operation.	54. — Interest on Funded Debt.	55. — Interest and Discount on Loans.	56. — Taxes.
81	Plymouth & Sandwich,	\$412 43	\$2,428 22	\$3,009 09	72.86	—	\$245 00	\$394 50
82	Providence & Taunton,	199 12	22,637 60	38,585 74	62.14	\$7,097 22	2,404 82	2,509 86
83	Quincy & Boston,	—	64,249 45	110,682 52	63.17	—	8,658 76	13,233 46
84	Reading & Lowell,	90 98	14,002 47	20,549 14	114.65	—	3,754 86	769 51
85	Rockland & Abington,	2,749 22	33,045 05	50,281 66	—	4,750 00	2,883 93	1,588 02
86	Rockport,	1,140 28	17,218 91	21,152 65	70.34	—	1,053 33	2,079 73
87	Salem & Wakefield,	125 28	7,930 58	10,672 62	99.22	—	1,886 47	508 76
88	Shelburne Falls & Colrain,	306 59	5,578 65	7,872 00	61.04	2,989 50	468 57	233 51
89	Somerville,	—	—	—	—	—	—	—
90	Southbridge & Sturbridge,	—	14,896 78	20,342 39	69.28	3,000 00	279 76	968 19
91	South Middlesex (Natick, etc.),	375 61	21,675 58	39,479 08	65.52	5,000 00	2,461 87	2,120 73
92	South Shore & Boston (Hingham, etc.),	417 99	25,934 76	37,671 60	57.96	4,802 07	387 12	1,750 00
93	Springfield,	—	283,176 86	433,488 62	69.24	22,500 00	2,019 14	47,291 07
94	Stoughton & Randolph,	—	—	—	—	—	—	—
95	Taunton,	1,027 02	22,952 11	40,363 49	50.13	27,500 00	6,408 75	2,175 99
96	Taunton & Brockton,	971 40	24,458 15	34,897 81	64.25	5,000 00	169 32	1,904 95
97	Templeton,	—	—	—	—	—	—	—
98	Union (New Bedford, etc.),	3,613 17	88,479 17	130,397 63	58.09	17,500 00	6,109 49	14,627 03
99	Wakefield & Stoneham,	998 39	25,974 77	53,875 25	84.39	7,500 00	5,355 34	3,465 85
100	Warren, Brookfield & Spencer,	281 32	25,043 56	37,285 77	64.13	6,250 00	3,906 76	2,198 81
101	Webster & Dudley,	—	10,058 79	13,264 19	106 40	—	—	81 14
102	Wellesley & Boston,	164 15	24,712 79	36,344 70	68.54	—	46 87	1,589 00
103	West End (Boston, etc.),	—	—	—	—	—	—	—
104	West Roxbury & Roslindale,	1,714 94	37,760 28	53,930 92	67 97	7,500 00	5,410 76	3,860 27
105	Winnisimmet (Chelsea),	—	—	—	—	—	—	—

106	Woburn & Reading, . . . . .	63 89	6,434 36	11,037 15	101.10	-	1,660 90	614 13
107	Woonsocket (of Rhode Island), . .	1,724 87	44,379 46	58,515 45	96.32	9,624 98	8,601 39	2,369 94
108	Worcester & Blackstone Valley, . .	27 26	11,297 21	14,875 34	89.82	-	-	948 49
109	Worcester & Clinton, . . . . .	501 58	15,405 74	23,853 85	70.76	4,312 50	452 01	310 66
110	Worcester Consolidated, . . . . .	4,584 43	284,579 02	439,159 79	71.98	32,500 00	10,487 90	34,556 55
111	Worcester & Marlborough, . . . . .	3,911 19	26,284 19	44,540 51	68.33	10,000 00	567 83	3,300 00
112	Worcester & Shrewsbury R.R., . . .	-	-	-	-	1,100 00	-	-
113	Worcester & Shrewsbury St. Ry., . .	337 72	59,505 42	114,003 54	72.64	10,000 00	7,435 83	14,442 97
114	Worcester & Suburban, . . . . .	152 76	15,813 14	21,992 73	80.83	1,750 00	484 85	798 74
115	Woronoco (Westfield), . . . . .	-	-	-	-	-	-	-
116	Worcester & Webster, . . . . .	-	-	-	-	-	-	-
	Totals, . . . . .	\$305,370 69	\$7,588,830 95	\$12,378,487 46	68.20	\$1,411,052 51	\$211,635 13	\$1,188,735 16

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.								
RAILWAY COMPANIES.		57. — Rentals of Leased Rail- ways.	58. — Pay- ments to Sinking Funds, etc.	59. — Other Charges on In- come.	60. — Total Charges on In- come.	61. — Dividends Paid.	62. — Per- centage of Divi- dend Paid.	63. — Gross Expenditures.
1	Amesbury & Hampton,	—	—	\$288 73	\$1,636 20	—	—	\$2,611 59
2	Amherst & Sunderland,	—	—	—	3,271 18	—	—	10,370 79
3	Athol & Orange,	—	—	—	2,527 57	\$4,800 00	8	27,529 72
4	Beverly & Danvers,	—	—	—	—	—	—	6,898 48
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	7,260 00	6	7,260 00
7	Boston Elevated,	\$1,157,130 00	—	204,537 30	2,615,387 76	262,500 00	5.25	9,705,038 06
8	Boston & Revere Electric,	—	—	—	—	2,500 00	5	2,500 00
9	Braintree,	—	—	—	2,968 60	3,500 00	3.5	32,780 82
10	Braintree & Weymouth,	—	—	—	5,616 28	7,200 00	4.5	40,404 86
11	Bridgewater, Whitman & Rockland,	—	—	—	5,764 73	—	—	23,919 46
12	Brockton,	—	—	42,591 47	100,530 85	54,440 00	8 <sup>1</sup>	355,860 81
13	Brockton, Bridgewater & Taunton,	—	—	—	18,676 72	6,750 00	3	83,875 88
14	Brockton & East Bridgewater,	—	—	—	2,844 32	1,250 00	2.5	20,436 67
15	Boston, Milton & Brockton,	—	—	—	2,306 66	—	—	9,029 65
16	Citizen's Electric (Newburyport, etc.),	—	—	—	2,642 86	—	—	15,331 29
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	—	—	—	8,253 87	12,900 00	5	71,309 76
19	Conway Electric,	—	—	—	3,406 62	—	—	8,048 05
20	Cottage City,	—	—	—	1,634 80	—	—	5,162 20
21	Dartmouth & Westport,	—	\$7,263 66	1,680 89	18,385 24	12,000 00	8	98,314 13
22	Dighton, Somerset & Swansea,	—	—	5,632 49	15,779 90	—	—	61,659 53
23	East Middlesex (Malden, etc.),	—	—	525 00	525 00	23,816 00	8	24,341 00
24	Easton,	—	—	—	—	—	—	—
25	East Taunton,	—	—	—	789 00	2,250 00	4.5 <sup>2</sup>	9,939 91

26	East Wareham, Onset Bay & Pt. Ind.,	-	-	73 81	-	-	4,099 99
27	Fitchburg & Leominster,	-	4,204 98	25,662 43	-	20,000 00	139,731 82
28	Fitchburg & Suburban,	-	1,162 77	5,144 82	-	-	21,355 02
29	Framingham, Southboro' & Marlboro',	-	-	2,459 30	-	-	17,760 22
30	Framingham Union,	-	-	7,478 19	-	-	25,787 04
31	Gardner Electric,	-	-	2,502 20	-	-	15,906 69
32	Gardner, Westminster & Fitchburg,	-	-	370 83	-	-	487 24
33	Georgetown, Rowley & Ipswich,	-	-	-	-	-	-
34	Globe (Fall River),	-	20,000 00	105,904 80	-	-	304,376 54
35	Gloucester,	1,650 00	-	13,313 65	-	9,000 00	87,139 53
36	Gloucester, Essex & Beverly,	-	-	11,421 92	-	-	58,726 42
37	Gloucester & Rockport,	-	-	-	-	1,800 00	1,800 00
38	Grafton, Upton & Milford,	-	-	7,799 90	-	4,000 00	34,195 46
39	Greenfield & Turner's Falls,	-	-	1,156 51	-	-	10,743 30
40	Hanover,	-	-	-	-	-	-
41	Haverhill & Amesbury,	-	1,735 14	31,454 30	-	-	99,430 47
42	Haverhill, Georgetown & Danvers,	-	15 00	3,358 48	-	3,600 00	22,775 31
43	Hingham,	900 00	3,753 30	16,783 62	-	-	42,458 32
44	Holbrook & Weymouth,	-	-	-	-	-	-
45	Holyoke,	6,000 00	2,389 78	43,086 12	-	40,000 00	238,115 38
46	Hoosac Valley (North Adams, etc.),	-	3,347 62	10,657 39	-	6,000 00	72,553 60
47	Interstate Consolidated (of R. I.),	-	-	16,597 70	-	22,800 00	166,729 70
48	Leominster & Clinton,	-	2,779 80	18,971 00	-	-	43,148 77
49	Lexington & Boston,	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill,	-	33,595 90	137,115 99	-	75,000 00	503,919 53
51	Lowell & Suburban,	-	12,845 82	103,954 94	-	60,000 00	398,331 16
52	Lynn & Boston,	-	105,000 00	605,045 09	-	101,280 00	1,865,107 13
53	Mansfield & Easton,	-	-	2,582 53	-	-	7,249 78
54	Mansfield & Norton,	-	-	2,067 58	-	-	7,016 88
55	Marlborough,	-	-	8,416 73	-	-	53,570 00

<sup>2</sup> On \$50,000 capital stock.<sup>4</sup> On \$1,000,000 of capital stock.<sup>1</sup> One and one-half per cent on \$596,000 and six and one-half per cent on \$700,000 of capital stock.<sup>3</sup> On \$1,500,000 of capital stock.



*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.

	RAILWAY COMPANIES.	57. — Rentals of Leased Rail- ways.	58. — Pay- ments to Sinking Funds, etc.	59. — Other Charges on In- come.	60. — Total Charges on In- come.	61. — Dividends Paid.	62. — Per- centage of Divi- dend Paid.	63. — Gross Expenditures.
56	Martha's Vineyard, . . . . .	-	-	-	\$297 56	-	-	\$1,253 78
57	Milford, Attleborough & Woonsocket, . . . . .	-	-	-	16,479 52	-	-	88,930 59
58	Milford, Holliston & Framingham, . . . . .	-	-	\$2,809 75	16,479 52	\$16,800 00	8	6,000 00
59	Mt. Tom (Northampton), . . . . .	-	-	-	-	6,000 00	6	29,990 74
60	Mystic Valley (Stoneham, etc.), . . . . .	-	-	-	6,110 86	-	-	62,855 76
61	Natick & Cohituate, . . . . .	-	-	-	4,247 33	8,000 00	8	2,681 97
62	Needham & Boston, . . . . .	-	-	-	89 92	-	-	12,498 15
63	New Bedford, Middleboro' & Brockton, . . . . .	-	-	-	4,296 41	16,800 00	8 <sup>1</sup>	105,613 26
64	Newton, . . . . .	-	-	-	16,159 44	7,500 00	3.75	80,272 80
65	Newton & Boston, . . . . .	-	-	-	12,483 77	-	-	5,000 19
66	Newtonville & Watertown, . . . . .	-	-	730 22	3,000 19	2,000 00	4	47,987 93
67	Norfolk Central (Dedham, etc.), . . . . .	-	-	7,368 18	16,867 74	-	-	97,768 95
68	Norfolk Southern (Dedham, etc.), . . . . .	-	-	-	-	15,000 00	8	9,736 67
69	Norfolk Suburban (Hyde Park, etc.), . . . . .	-	-	2,000 00	11,664 42	-	-	95,487 50
70	Norfolk Western (Dedham, etc.), . . . . .	-	-	-	833 33	-	-	8,045 90
71	Northampton, . . . . .	-	-	395 68	9,542 43	24,000 00	8	40,474 32
72	Northampton & Amherst, . . . . .	-	-	-	-	4,125 00	3.25	10,317 58
73	North End (Worcester), . . . . .	-	-	170 90	3,920 90	-	-	30,734 64
74	North Woburn, . . . . .	-	-	-	8,223 31	-	-	25,152 57
75	Norton & Attleborough, . . . . .	-	-	-	2,325 59	-	-	64,854 40
76	Norton & Taunton, . . . . .	-	-	-	-	-	-	10,432 84
77	Palmer & Monson, . . . . .	-	-	641 95	8,047 17	-	-	47,410 65
78	Pittsfield Electric, . . . . .	-	-	362 90	4,590 54	4,800 00	6	
79	Plum Island Electric (Newbury, etc.), . . . . .	-	-	2,951 42	5,923 18	-	-	
80	Plymouth & Kingston, . . . . .	-	-	-	4,445 61	1,500 00	1.5	
		-	-	-	5,228 71	-	-	

81	Plymouth & Sandwich,	-	-	639 50	-	4,375 00	-	2.5	3,648 59
82	Providence & Taunton,	-	-	12,011 90	-	35,000 00	-	7 <sup>2</sup>	54,972 64
83	Quincy & Boston,	-	-	21,892 22	-	-	-	-	167,574 74
84	Reading & Lowell,	-	-	4,524 37	-	-	-	-	25,073 51
85	Rockland & Abington,	-	-	9,221 95	-	-	-	-	59,503 61
86	Rockport,	-	-	3,133 06	-	3,000 00	3	3	27,285 71
87	Salem & Wakefield,	-	-	4,889 57	2,494 34	-	-	-	15,562 19
88	Shelburne Falls & Colrain,	-	-	3,691 58	-	-	-	-	11,563 58
89	Somerville,	-	-	-	-	9,180 00	6	6	9,180 00
90	Southbridge & Sturbridge,	-	-	7,835 95	3,588 00	2,400 00	4	4	30,578 34
91	South Middlesex (Natick, etc.),	-	-	9,582 60	-	6,000 00	6	6	55,061 68
92	South Shore & Boston (Hingham, etc.),	-	-	7,496 19	-	-	-	-	45,167 79
93	Springfield,	-	-	71,810 21	-	116,672 00	8	8	621,970 83
94	Stoughton & Randolph,	-	-	-	-	-	-	-	-
95	Taunton,	-	-	41,926 37	5,841 63	-	-	-	82,289 86
96	Taunton & Brockton,	-	-	10,074 27	3,000 00	8,000 00	8	8	52,972 08
97	Templeton,	-	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	-	-	45,531 94	1,295 42	36,000 00	8	8	211,929 57
99	Wakefield & Stoneham,	-	-	16,321 19	-	-	-	-	70,196 44
100	Warren, Brookfield & Spencer,	-	-	15,605 75	3,250 18	3,750 00	2.5	2.5	56,641 52
101	Webster & Dudley,	-	-	81 14	-	-	-	-	13,345 33
102	Wellesley & Boston,	-	-	1,635 87	-	8,900 00	8 <sup>3</sup>	8 <sup>3</sup>	46,880 57
103	West End (Boston, etc.),	-	-	7,422 50	7,422 50	1,147,950 00	7 and 8 <sup>4</sup>	7 and 8 <sup>4</sup>	1,155,372 50
104	West Roxbury & Roslindale,	-	-	16,771 03	-	6,750 00	4.5 <sup>5</sup>	4.5 <sup>5</sup>	77,451 95
105	Winnisimmet (Chelsea),	-	-	-	-	3,000 00	6	6	3,000 00
106	Woburn & Reading,	-	-	2,275 03	-	-	-	-	13,312 18
107	Woonsocket (of Rhode Island),	-	-	20,596 31	-	-	-	-	79,111 76
108	Worcester & Blackstone Valley,	-	-	948 49	-	2,400 00	4	4	18,223 83
109	Worcester & Clinton,	-	-	5,075 17	-	-	-	-	28,929 02
110	Worcester Consolidated,	-	-	95,742 40	5,447 95	56,000 00	8	8	590,902 19
				\$12,750 00					

<sup>1</sup> On \$210,000 of capital stock.

<sup>2</sup> On \$500,000 of capital stock.

<sup>3</sup> Eight per cent on \$500,000 and six per cent on \$15,000 capital stock.

<sup>4</sup> Eight per cent on preferred stock, \$512,000, and seven per cent on common stock, \$635,900; total, \$1,147,950.

<sup>5</sup> On \$150,000 of capital stock.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1899 — Concluded.								
RAILWAY COMPANIES.		57. — Rentals of Leased Rail- ways.	58. — Pay- ments to Sinking Funds, etc.	59. — Other Charges on In- come.	60. — Total Charges on In- come.	61. — Dividends Paid.	62. — Per- centage of Divi- dend Paid.	63. — Gross Expenditures.
111	Worcester & Marlborough, . . .	-	-	-	\$13,867 83	\$6,000 00	3 <sup>1</sup>	\$64,408 34
112	Worcester & Shrewsbury R.R., . .	-	-	\$1,825 00	2,925 00	-	-	2,925 00
113	Worcester & Shrewsbury St. Ry., .	-	-	-	-	1,000 00	5	1,000 00
114	Worcester & Suburban, . . .	-	-	6,848 20	38,727 00	10,850 00	2	163,580 54
115	Woronoco (Westfield), . . .	-	-	1,517 51	4,546 10	-	-	26,538 83
116	Worcester & Webster, . . .	-	-	-	-	-	-	-
Totals, . . . . .		\$1,304,617 23	\$15,820 66	\$506,047 72	\$4,637,908 41	\$2,318,398 00	5.60	\$19,334,793 87

<sup>1</sup> On \$200,000 of capital stock.

*Tabulated Statements from Reports of Street Railway Companies—Continued.*

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR.						
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
1	Amesbury & Hampton,	\$2,020 41	-	\$2,020 41	-	\$2,020 41	-	\$2,020 41
2	Amherst & Sunderland,	2,479 67	-	2,479 67	\$1,636 20	843 47	-	843 47
3	Athol & Orange,	10,365 58	-	10,365 58	3,271 18	7,094 40	\$4,800 00	2,294 40
4	Beverly & Danvers,	2,850 04	-	2,850 04	2,527 57	322 47	-	322 47
5	Blue Hill (Canton, etc.),	-	-	-	-	-	-	-
6	Boston & Chelsea,	-	\$7,260 00	7,260 00	-	7,260 00	7,260 00	-
7	Boston Elevated,	2,844,290 37	84,695 58	2,928,985 95	2,615,387 76	313,598 19	262,500 00	51,098 19
8	Boston & Revere Electric,	-	2,500 00	2,500 00	-	2,500 00	2,500 00	-
9	Braintree,	4,330 30 <sup>d</sup>	-	4,330 30 <sup>d</sup>	2,968 60	7,298 90 <sup>d</sup>	3,500 00	-
10	Braintree & Weymouth,	8,188 77	-	8,188 87	5,616 28	2,572 49	7,200 00	-
11	Bridgewater, Whitman & Rockland,	2,697 78	-	2,697 78	5,764 73	3,066 95 <sup>d</sup>	-	-
12	Brockton,	162,052 41	4,346 42	166,398 83	100,530 85	66,867 98	54,440 00	11,427 98
13	Brockton, Bridgewater & Taunton,	21,255 07	-	21,255 07	18,676 72	2,578 35	6,750 00	-
14	Brockton & East Bridgewater,	2,996 66	-	2,996 66	2,844 32	152 34	1,250 00	-
15	Boston, Milton & Brockton,	4,266 31	-	4,266 31	2,306 66	1,959 65	-	1,959 65
16	Citizen's Electric (Newburyport, etc.),	15,421 53	-	15,421 53	2,642 86	12,778 67	-	12,778 67
17	Clinton & Hudson,	-	-	-	-	-	-	-
18	Commonwealth Avenue (Newton),	22,509 84	-	22,509 84	8,253 87	14,255 97	12,900 00.	1,355 97
19	Conway Electric,	2,594 20	-	2,594 20	3,406 62	812 42 <sup>d</sup>	-	-
20	Cottage City,	568 15	-	568 15	1,634 80	1,066 65 <sup>d</sup>	-	-

*d* Deficit.

## Tabulated Statements from Reports of Street Railway Companies—Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
21	Dartmouth & Westport, . . . . .	\$30,137 14	-	\$30,137 14	\$18,385 24	\$11,751 90	\$12,000 00	-
22	Dighton, Somerset & Swansea, . . . . .	14,407 06	\$1,542 19	15,949 25	15,779 90	169 35	-	\$169 35
23	East Middlesex (Malden, etc.), . . . . .	-	24,500 00	24,500 00	525 00	23,975 00	23,816 00	159 00
24	Easton, . . . . .	-	-	-	-	-	-	-
25	East Taunton, . . . . .	5,485 29	-	5,485 29	789 00	4,696 29	2,250 00	2,446 29
26	East Wareham, Onset Bay & Pt. Ind., . . . . .	621 03	-	621 03	73 81	547 22	-	547 22
27	Fitchburg & Leominster, . . . . .	46,220 80	-	46,220 80	25,662 43	20,558 37	20,000 00	558 37
28	Fitchburg & Suburban, . . . . .	6,386 05	-	6,386 05	5,144 82	1,241 23	-	1,241 23
29	Framingham, Southboro' & Marlboro', . . . . .	4,387 34	-	4,387 34	2,459 30	1,928 04	-	1,928 04
30	Framingham Union, . . . . .	13,839 54	-	13,839 54	7,478 19	6,361 35	-	6,361 35
31	Gardner Electric, . . . . .	2,854 65	-	2,854 65	2,502 20	352 45	-	352 45
32	Gardner, Westminster & Fitchburg, . . . . .	53 07	-	53 07	370 83	317 76d	-	-
33	Georgetown, Rowley & Ipswich, . . . . .	-	-	-	-	-	-	-
34	Globe (Fall River), . . . . .	138,689 30	-	138,689 30	105,904 80	32,784 50	-	32,784 50
35	Gloucester, . . . . .	8,492 78	-	8,492 78	13,313 65	4,820 87d	9,000 00	-
36	Gloucester, Essex & Beverly, . . . . .	14,064 01	-	14,064 01	11,421 92	2,642 09	-	2,642 09
37	Gloucester & Rockport, . . . . .	-	1,800 00	1,800 00	-	1,800 00	1,800 00	-
38	Grafton, Upton & Milford, . . . . .	-	-	-	-	-	-	-
39	Greenfield & Turner's Falls, . . . . .	14,667 49	-	14,667 49	7,799 90	6,867 59	4,000 00	2,867 59
40	Hanover, . . . . .	327 85	-	327 85	1,156 51	828 66d	-	-
41	Haverhill & Amesbury, . . . . .	33,960 50	-	33,960 50	31,454 30	2,506 20	-	2,506 20
42	Haverhill, Georgetown & Danvers, . . . . .	7,482 22	-	7,482 22	3,358 48	4,123 74	3,600 00	523 74
43	Hingham, . . . . .	4,402 78	-	4,402 78	16,783 62	12,380 84d	-	-
44	Holbrook & Weymouth, . . . . .	-	-	-	-	-	-	-
45	Holyoke, . . . . .	78,049 71	8,140 00	86,189 71	43,086 12	43,103 59	40,000 00	3,103 59



46	Hoosac Valley (North Adams, etc.), . .	25,060 34	2,807 60	27,867 94	10,657 39	17,210 55	6,000 00	11,210 55
47	Interstate Consolidated (of R. I.), . .	24,627 65	588 04	25,215 69	16,597 70	8,617 99	22,800 00	7,117 58
48	Leominster & Clinton, . .	26,088 58	-	26,088 58	18,971 00	7,117 58	-	6,300 15
49	Lexington & Boston, . .	-	-	-	-	-	-	-
50	Lowell, Lawrence & Haverhill, . .	212,807 64	5,608 50	218,416 14	137,115 99	81,300 15	75,000 00	19,916 65
51	Lowell & Suburban, . .	178,669 94	5,201 65	183,871 59	103,954 94	79,916 65	60,000 00	5,070 01
52	Lynn & Boston, . .	704,686 75	6,708 35	711,395 10	605,045 09	106,350 01	101,280 00	-
53	Mansfield & Easton, . .	321 70d	-	321 70d	2,582 53	2,904 23d	-	-
54	Mansfield & Norton, . .	544 65d	-	544 65d	2,067 58	2,612 23d	-	-
55	Marlborough, . .	8,414 22	-	8,414 22	8,416 73	2 51d	-	-
56	Martha's Vineyard, . .	484 58	-	484 58	297 56	187 02	-	187 02
57	Millford, Attleborough & Woonsocket, . .	-	-	-	-	-	-	-
58	Millford, Holliston & Framingham, . .	38,797 64	-	38,797 64	16,479 52	22,318 12	16,800 00	5,518 12
59	Mt. Tom (Northampton), . .	-	6,027 27	6,027 27	-	6,027 27	6,000 00	27 27
60	Mystic Valley (Stoneham, etc.), . .	10,049 35	-	10,049 35	6,110 86	3,938 49	-	3,938 49
61	Natick & Cochituate, . .	13,762 78	-	13,762 78	4,247 33	9,515 45	8,000 00	1,515 45
62	Needham & Boston, . .	241 00	-	241 00	89 92	151 08	-	151 08
63	New Bedford, Middleboro' & Brockton, . .	4,413 86	-	4,413 86	4,296 41	117 45	-	117 45
64	Newton, . .	32,962 97	-	32,962 97	16,159 44	16,803 53	16,800 00	3 53
65	Newton & Boston, . .	13,375 15	-	13,375 15	12,483 77	891 38	7,500 00	-
66	Newtonville & Watertown, . .	-	6,247 56	6,247 56	3,000 19	3,247 37	2,000 00	1,247 37
67	Norfolk Central (Dedham, etc.), . .	7,682 41	7,886 49	15,568 90	16,867 74	1,298 84d	-	-
68	Norfolk Southern (Dedham, etc.), . .	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.), . .	29,816 24	-	29,816 24	11,664 42	18,151 82	15,000 00	3,151 82
70	Norfolk Western (Dedham, etc.), . .	938 86	-	938 86	833 33	105 53	-	105 53
71	Northampton, . .	41,139 10	-	41,139 10	9,542 43	31,596 67	24,000 00	7,596 67
72	Northampton & Amherst, . .	-	-	-	-	-	-	-
73	North End (Worcester), . .	-	8,000 00	8,000 00	3,920 90	4,079 10	4,125 00	-
74	North Woburn, . .	12,511 94	-	12,511 94	8,223 31	4,288 63	-	4,288 63
75	Norton & Attleborough, . .	1,061 86	-	1,061 86	2,325 59	1,263 73d	-	-

d Deficit.

## Tabulated Statements from Reports of Street Railway Companies — Continued.

## CONDENSED EXHIBIT FOR THE YEAR — Continued.

RAILWAY COMPANIES.		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
76	Norton & Taunton, . . . . .	\$194 47 <i>d</i>	-	\$194 47 <i>d</i>	\$8,047 17	\$8,241 64 <i>d</i>	-	-
77	Palmer & Monson, . . . . .	963 97 <i>d</i>	-	963 97 <i>d</i>	4,590 54	5,554 51 <i>d</i>	-	-
78	Pittsfield Electric, . . . . .	18,849 35	\$95 75	18,945 10	5,923 18	13,021 92	\$4,800 00	\$8,221 92
79	Plum Island Electric (Newbury, etc.), . . . . .	6,160 47	868 70	7,029 17	4,445 61	2,583 56	-	2,583 56
80	Plymouth & Kingston, . . . . .	1,345 74	-	1,345 74	5,228 71	3,882 97 <i>d</i>	1,500 00	-
81	Plymouth & Sandwich, . . . . .	1,121 11	-	1,121 11	639 50	481 61	-	481 61
82	Providence & Taunton, . . . . .	23,508 90	-	23,508 90	12,011 90	11,497 00	4,375 00	71,22 00
83	Quincy & Boston, . . . . .	64,533 64	-	64,533 64	21,892 22	42,641 42	35,000 00	7,641 42
84	Reading & Lowell, . . . . .	2,625 63 <i>d</i>	-	2,625 63 <i>d</i>	4,524 37	7,150 00 <i>d</i>	-	-
85	Rockland & Abington, . . . . .	6,950 42	224 29	7,174 71	9,221 95	2,047 24 <i>d</i>	-	-
86	Rockport, . . . . .	8,919 56	-	8,919 56	3,133 06	5,786 50	3,000 00	2,786 50
87	Salem & Wakefield, . . . . .	83 62	1,393 41	1,477 03	4,889 57	3,412 54 <i>d</i>	-	-
88	Shelburne Falls & Colrain, . . . . .	5,024 38	-	5,024 38	3,691 58	1,332 80	-	1,332 80
89	Somerville, . . . . .	-	9,180 00	9,180 00	-	9,180 00	9,180 00	-
90	Southbridge & Sturbridge, . . . . .	9,019 36	1,145 28	10,164 64	7,835 95	2,328 69	2,400 00	-
91	South Middlesex (Natick, etc.), . . . . .	20,772 65	-	20,772 65	9,582 60	11,190 05	6,000 00	5,190 05
92	South Shore & Boston (Hingham, etc.), . . . . .	27,326 98	1,815 21	29,142 19	7,496 19	21,646 00	-	21,646 00
93	Springfield, . . . . .	192,542 28	-	192,542 28	71,810 21	120,732 07	116,672 00	4,060 07
94	Stoughton & Randolph, . . . . .	-	-	-	-	-	-	-
95	Taunton, . . . . .	40,143 63	3,995 55	44,139 18	41,926 37	2,212 81	-	2,212 81
96	Taunton & Brockton, . . . . .	19,416 92	-	19,416 92	10,074 27	9,342 65	8,000 00	1,342 65
97	Templeton, . . . . .	-	-	-	-	-	-	-
98	Union (New Bedford, etc.), . . . . .	94,070 77	-	94,070 77	45,531 94	48,538 83	36,000 00	12,538 83
99	Wakefield & Stoneham, . . . . .	9,963 80	-	9,963 80	16,321 19	6,357 39 <i>d</i>	-	-
100	Warren, Brookfield & Spencer, . . . . .	20,856 59	-	20,856 59	15,605 75	5,250 84	3,750 00	1,500 84

101	Webster & Dudley, . . . . .	797 39d	-	81 14	878 53d	-	-
102	Wellesley & Boston, . . . . .	16,679 66	-	1,635 87	15,043 79	8,900 00	6,143 79
103	West End (Boston, etc.), . . . .	-	1,155,450 00	7,422 50	1,148,027 50	1,147,950 00	77 50
104	West Roxbury & Roslindale, . . .	25,415 33	-	16,771 03	8,644 30	6,750 00	1,894 30
105	Winnisimmet (Chelsea), . . . . .	-	3,000 00	-	3,000 00	3,000 00	-
106	Woburn & Reading, . . . . .	120 16d	-	2,275 03	2,395 19d	-	-
107	Woonsocket (of Rhode Island), . .	2,238 42	-	20,596 31	18,357 89d	-	-
108	Worcester & Blackstone Valley, . .	1,685 41	-	948 49	736 92	2,400 00	-
109	Worcester & Clinton, . . . . .	9,857 33	2,000 00	5,075 17	6,782 16	-	6,782 16
110	Worcester Consolidated, . . . . .	170,993 26	-	95,742 40	75,250 86	56,000 00	19,250 86
111	Worcester & Marlborough, . . . .	20,647 31	-	13,867 83	6,779 48	6,000 00	779 48
112	Worcester & Shrewsbury R. R., . .	-	3,760 27	2,925 00	835 27	-	835 27
113	Worcester & Shrewsbury St. Ry., . .	-	1,000 00	-	1,000 00	1,000 00	-
114	Worcester & Suburban, . . . . .	42,940 71	-	38,727 00	4,213 71	10,850 00	-
115	Woronoco (Westfield), . . . . .	5,214 52	-	4,546 10	668 42	-	668 42
116	Worcester & Webster, . . . . .	-	-	-	-	-	-
	Totals, . . . . .	\$5,773,062 11	\$1,367,788 11	\$4,637,908 41	\$2,502,941 81	\$2,318,398 00	\$334,848 43

d Deficit.

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

CONDENSED EXHIBIT FOR THE YEAR — Continued.

RAILWAY COMPANIES.		71. — Deficit for the Year.	72. — Surplus Sept. 30, 1898.	73. — Deficit Sept. 30, 1898.	74. — Credits during Year.	75. — Debits during Year.	76. — Surplus Sept. 30, 1899.	77. — Deficit Sept. 30, 1899.
1	Amesbury & Hampton, . . . . .	—	—	—	—	—	\$2,020 41	—
2	Amherst & Sunderland, . . . . .	—	—	\$3,581 61	—	—	—	\$2,738 14
3	Athol & Orange, . . . . .	—	\$16,623 15	—	—	—	18,917 55	—
4	Beverly & Danvers, . . . . .	—	—	6,901 83	—	—	—	6,579 36
5	Blue Hill (Canton, etc.), . . . . .	—	—	—	—	—	—	—
6	Boston & Chelsea, . . . . .	—	—	—	—	—	—	—
7	Boston Elevated, . . . . .	—	214,077 16	—	—	—	265,175 35	—
8	Boston & Revere Electric, . . . . .	—	—	—	—	—	—	—
9	Braintree, . . . . .	\$10,798 90	979 07	11,363 18	\$10,715 06	\$895 23	—	11,363 18
10	Braintree & Weymouth, . . . . .	4,627 51	8,680 27	—	—	4,052 76	—	—
11	Bridgewater, Whitman & Rockland, . . . . .	3,066 95	—	3,451 90	8,962 29	2,443 44	—	—
12	Brockton, . . . . .	—	50,424 79	—	10,400 00	20,000 00	52,252 77	—
13	Brockton, Bridgewater & Taunton, . . . . .	4,171 65	13,622 49	—	—	—	9,450 84	—
14	Brockton & East Bridgewater, . . . . .	1,087 66	2,727 48	—	—	—	1,629 82	—
15	Boston, Milton & Brockton, . . . . .	—	—	—	—	—	1,959 65	—
16	Citizen's Electric (Newburyport, etc.), . . . . .	—	—	—	—	—	12,778 67	—
17	Clinton & Hudson, . . . . .	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton), . . . . .	—	2,097 00	—	—	—	3,452 97	—
19	Conway Electric, . . . . .	812 42	—	8,697 24	—	—	—	9,509 66
20	Cottage City, . . . . .	1,066 65	2,548 04	—	—	—	1,481 39	—
21	Dartmouth & Westport, . . . . .	248 10	19,108 04	—	1,063 66	—	19,923 60	—
22	Dighton, Somerset & Swansea, . . . . .	—	6,077 15	—	1,513 07	13,514 76	—	5,755 19
23	East Middlesex (Malden, etc.), . . . . .	—	—	—	—	—	—	11,922 82
24	Easton, . . . . .	—	—	12,081 82	—	—	—	—
25	East Taunton, . . . . .	—	—	—	—	—	2,446 29	—





*Tabulated Statements from Reports of Street Railway Companies — Continued.*

CONDENSED EXHIBIT FOR THE YEAR — Continued.

RAILWAY COMPANIES.		71. — Deficit for the Year.	72. — Surplus Sept. 30, 1898.	73. — Deficit Sept. 30, 1898.	74. — Credits during Year.	75. — Debits during Year.	76. — Surplus Sept. 30, 1899.	77. — Deficit Sept. 30, 1899.
56	Martha's Vineyard, . . .	-	\$422 15	-	-	-	\$609 17	-
57	Milford, Attleborough & Woonsocket, . . .	-	-	-	-	-	-	-
58	Milford, Holliston & Framingham, . . .	-	17,423 41	-	-	-	22,941 53	-
59	Mt. Tom (Northampton), . . .	-	549 41	-	-	-	576 68	-
60	Mystic Valley (Stoneham, etc.), . . .	-	1,564 95	-	\$365 50	-	5,868 94	-
61	Natick & Cohituate, . . .	-	9,710 56	-	-	-	11,226 01	-
62	Needham & Boston, . . .	-	-	-	-	-	151 08	-
63	New Bedford, Middleboro' & Brockton, . . .	-	-	-	-	-	117 45	-
64	Newton, . . .	-	21,154 32	-	-	-	21,157 85	-
65	Newton & Boston, . . .	\$6,608 62	5,972 90	-	-	-	-	\$635 72
66	Newtonville & Watertown, . . .	-	-	\$2,690 69	-	-	-	1,443 32
67	Norfolk Central (Dedham, etc.), . . .	1,298 84	-	1,897 19	-	\$2,218 78	-	5,414 81
68	Norfolk Southern (Dedham, etc.), . . .	-	-	-	-	-	-	-
69	Norfolk Suburban (Hyde Park, etc.), . . .	-	14,121 57	-	-	2,505 08	14,768 31	-
70	Norfolk Western (Dedham, etc.), . . .	-	-	-	-	-	105 53	-
71	Northampton, . . .	-	21,948 46	-	-	-	29,545 13	-
72	Northampton & Amherst, . . .	-	-	-	-	-	-	-
73	North End (Worcester), . . .	45 90	-	19,238 52	-	-	-	19,284 42
74	North Woburn, . . .	-	-	8,134 90	-	1,801 46	-	5,647 73
75	Norton & Attleborough, . . .	1,263 73	119 81	-	1,143 92	-	-	-
76	Norton & Taunton, . . .	8,241 64	70 47	-	-	6,650 38	-	14,831 55
77	Palmer & Monson, . . .	5,594 51	-	67 83	-	-	-	5,622 34
78	Pittsfield Electric, . . .	-	12,239 38	-	-	7,000 00	13,461 30	-
79	Plum Island Electric (Newbury, etc.), . . .	-	3,851 37	-	1,720 12	2,950 00	5,205 05	-
80	Plymouth & Kingston, . . .	5,382 97	3,520 79	-	-	1,619 38	-	3,481 56

81	Plymouth & Sandwich,	.	.	.	.	.	481 61	-	-
82	Providence & Taunton,	.	.	.	.	.	28,480 79	-	-
83	Quincy & Boston,	.	.	.	.	.	58,577 76	-	-
84	Reading & Lowell,	.	.	.	.	7,150 00	6,699 14	-	13,849 14
85	Rockland & Abington,	.	.	.	.	2,047 24	-	-	-
86	Rockport,	.	.	.	.	-	-	-	-
87	Salem & Wakefield,	.	.	.	.	3,412 54	12,297 42	-	1,788 97
88	Shelburne Falls & Colrain,	.	.	.	.	-	-	-	-
89	Somerville,	.	.	.	.	-	395 85	-	-
90	Southbridge & Sturbridge,	.	.	.	.	71 31	4,027 04	-	-
91	South Middlesex (Natick, etc.),	.	.	.	.	-	-	-	-
92	South Shore & Boston (Hingham, etc.),	.	.	.	.	-	14,383 15	-	-
93	Springfield,	.	.	.	.	-	-	-	5,858 94
94	Stoughton & Randolph,	.	.	.	.	263,161 33	267,221 40	-	-
95	Taunton,	.	.	.	.	-	17,839 90	-	21,837 07
96	Taunton & Brockton,	.	.	.	.	-	-	-	-
97	Templeton,	.	.	.	.	-	3,610 57	-	-
98	Union (New Bedford, etc.),	.	.	.	.	-	-	-	-
99	Wakefield & Stoneham,	.	.	.	.	6,357 39	12,538 83	-	3,624 29
100	Warren, Brookfield & Spencer,	.	.	.	.	-	1,850 57	-	-
101	Webster & Dudley,	.	.	.	.	878 53	10,905 42	-	-
102	Wellesley & Boston,	.	.	.	.	-	272 30	-	-
103	West End (Boston, etc.),	.	.	.	.	-	132 24	-	-
104	West Roxbury & Roslindale,	.	.	.	.	-	7,167 56	-	-
105	Winnisimmet (Chelsea),	.	.	.	.	-	73,390 60	-	-
106	Woburn & Reading,	.	.	.	.	2,395 19	9,417 00	-	6,666 87
107	Woonsocket (of Rhode Island),	.	.	.	.	18,357 89	123 35	-	63,394 24
108	Worcester & Blackstone Valley,	.	.	.	.	1,663 08	-	-	-
109	Worcester & Clinton,	.	.	.	.	-	936 72	-	-
110	Worcester Consolidated,	.	.	.	.	-	6,782 16	-	-
							116,336 72	-	-
							19,700 00	-	-

Tabulated Statements from Reports of Street Railway Companies—Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR—Concluded.						
		71.—Deficit for the Year.	72.— Sur- plus Sept. 30, 1898.	73.— Defi- cit Sept. 30, 1898.	74.— Credits during Year.	75.— Debits during Year.	76.— Sur- plus Sept. 30, 1899.	77.— Defi- cit Sept. 30, 1899.
111	Worcester & Marlborough, . . .	-	\$23,957 68	-	\$109 00	\$10,894 51	\$13,951 65	-
112	Worcester & Shrewsbury R.R., . .	-	85,212 15	-	-	-	86,047 42	-
113	Worcester & Shrewsbury St. Ry., .	-	22 05	-	-	-	22 05	-
114	Worcester & Suburban, . . .	\$6,636 29	9,952 52	-	-	-	3,316 23	-
115	Woronoco (Westfield), . . .	-	-	\$4,919 40	-	-	-	\$4,250 98
116	Worcester & Webster, . . .	-	-	-	-	-	-	-
Totals, . . . . .		\$150,304 62	\$1,671,511 56	\$176,251 38	\$98,940 49	\$236,012 15	\$1,775,031 13	\$232,298 80

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES).						
		78.—Main Track Owned.	79.—Sid- ings, Switches, etc., Owned.	80.—Total Track Owned.	81.—Main Track Operated.	82.—By Horse Power.	83.—By Electric Power.	84.—By Horse and Electric Power.
1	Amesbury & Hampton,	4.330	.280	4.610	4.330	—	4.330	—
2	Amherst & Sunderland,	4.353	.125	4.478	4.353	—	4.353	—
3	Athol & Orange,	6.880	.440	7.320	6.880	—	6.880	—
4	Beverly & Danvers,	3.095	.074	3.169	4.363	—	4.363	—
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—
6	Boston & Chelsea,	4.116	.038	4.154	—	—	—	—
7	Boston Elevated,	—	—	—	292.469	2.741	289.728	—
8	Boston & Revere Electric,	3.734	.111	3.845	—	—	—	—
9	Braintree,	11.170	.540	11.710	14.260	—	14.260	—
10	Braintree & Weymouth,	11.718	.874	12.592	11.951	—	11.951	—
11	Bridgewater, Whitman & Rockland,	11.802	.431	12.233	13.143	—	13.143	—
12	Brockton,	44.641	2.106	46.747	44.641	—	44.641	—
13	Brockton, Bridgewater & Taunton,	20.463	.707	21.170	20.667	—	20.667	—
14	Brockton & East Bridgewater,	4.195	.130	4.325	9.286	—	9.286	—
15	Boston, Milton & Brockton,	10.028	.336	10.364	10.028	—	10.028	—
16	Citizen's Electric (Newburyport, etc.),	17.689	.566	18.255	17.689	—	17.689	—
17	Clinton & Hudson,	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	12.376	.847	13.223	12.926	—	12.926	—
19	Conway Electric,	5.910	.440	6.350	5.910	—	5.910	—
20	Cottage City,	5.390	.500	5.890	5.390	—	5.390	—
21	Dartmouth & Westport,	9.307	.535	9.842	18.916	—	18.916	—
22	Dighton, Somerset & Swansea,	11.644	.923	12.567	16.326	—	16.326	—
23	East Middlesex (Malden, etc.),	16.500	1.810	18.310	—	—	—	—
24	Easton,	—	—	—	—	—	—	—
25	East Taunton,	4.099	.052	4.151	4.454	—	4.454	—

*Tabulated Statements from Reports of Street Railway Companies—Continued.*

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Continued.						
		78. — Main Track Owned.	79. — Sid- ings, Switches, etc., Owned.	80. — Total Track Owned.	81. — Main Track Operated.	82. — By Horse Power.	83. — By Electric Power.	84. — By Horse and Electric Power.
26	East Wareham, Onset Bay & Pt. Ind.,	2,014	1,006	3,020	2,014	2,014	—	—
27	Fitchburg & Leominster, . . .	22,302	1,390	23,692	22,302	—	22,302	—
28	Fitchburg & Suburban, . . .	4,930	.220	5,150	4,930	—	4,930	—
29	Framingham, Southboro' & Marlboro',	7,395	.094	7,489	7,395	—	7,395	—
30	Framingham Union, . . .	6,358	.478	6,836	6,358	—	6,358	—
31	Gardner Electric, . . .	4,340	.114	4,454	4,340	—	4,340	—
32	Gardner, Westminster & Fitchburg, .	11,520	—	11,520	5,230	—	5,230	—
33	Georgetown, Rowley & Ipswich, . .	—	—	—	—	—	—	—
34	Globe (Fall River), . . .	29,125	1,396	30,521	29,125	—	29,125	—
35	Gloucester, . . .	8,768	.405	9,173	10,259	—	10,259	—
36	Gloucester, Essex & Beverly, . . .	21,797	.465	22,262	22,008	—	22,008	—
37	Gloucester & Rockport, . . .	1,491	.083	1,574	—	—	—	—
38	Grafton, Upton & Milford, . . .	—	—	—	—	—	—	—
39	Greenfield & Turner's Falls, . . .	15,060	.410	15,470	15,060	—	15,060	—
40	Hanover, . . .	7,342	.326	7,668	8,828	—	8,828	—
41	Haverhill & Amesbury, . . .	25,209	1,422	26,631	25,854	—	25,854	—
42	Haverhill, Georgetown & Danvers, .	5,871	.041	5,912	6,358	—	6,358	—
43	Hingham, . . .	17,177	1,295	18,472	18,816	—	18,816	—
44	Holbrook & Weymouth, . . .	—	—	—	—	—	—	—
45	Holyoke, . . .	30,383	2,700	33,083	31,283	—	31,283	—
46	Hoosac Valley (North Adams, etc.), .	13,006	.352	13,358	13,006	—	13,006	—
47	Interstate Consolidated (of R. I.), .	22,591	3,554	26,145	22,591	—	22,591	—
48	Leominster & Clinton, . . .	11,483	.347	11,830	11,483	—	11,483	—
49	Lexington & Boston, . . .	—	—	—	—	—	—	—
50	Lowell, Lawrence & Haverhill, . .	63,069	1,800	64,869	64,816	—	64,816	—



51	Lowell & Suburban,	61.636	1.270	62.906	61.636	-	61.636
52	Lynn & Boston,	121.713	7.477	129.190	153.832	-	153.832
53	Mansfield & Easton,	10.300	.147	10.447	10.300	-	10.300
54	Mansfield & Norton,	5.354	.103	5.457	5.354	-	5.354
55	Marlborough,	7.541	.572	8.113	7.541	-	7.541
56	Martha's Vineyard,	1.100	-	1.100	1.100	-	1.100
57	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-
58	Milford, Holliston & Framingham,	21.164	.231	21.395	21.189	-	21.189
59	Mt. Tom (Northampton),	.900	.100	1.000	-	-	-
60	Mystic Valley (Stoneham, etc.),	6.317	.215	6.532	6.317	-	6.317
61	Natick & Cochituate,	17.050	.950	18.000	17.050	-	17.050
62	Needham & Boston,	3.817	.153	3.970	3.817	-	3.817
63	New Bedford, Middleboro' & Brockton,	26.720	1.363	28.083	30.570	-	30.570
64	Newton,	13.296	.568	13.864	15.786	-	15.786
65	Newton & Boston,	9.031	.755	9.786	15.842	-	15.842
66	Newtonville & Watertown,	4.243	.280	4.523	-	-	-
67	Norfolk Central (Dedham, etc.),	6.601	.373	6.974	6.601	-	6.601
68	Norfolk Southern (Dedham, etc.),	21.000	-	21.000	-	-	-
69	Norfolk Suburban (Hyde Park, etc.),	11.556	.789	12.345	11.556	-	11.556
70	Norfolk Western (Dedham, etc.),	9.080	.631	9.711	9.080	-	9.080
71	Northampton,	17.125	1.431	18.556	17.125	-	17.125
72	Northampton & Amherst,	7.883	.246	8.129	-	-	-
73	North End (Worcester),	4.995	.135	5.130	-	-	-
74	North Woburn,	7.258	.425	7.683	7.693	-	7.693
75	Norton & Attleborough,	5.627	.201	5.828	5.627	-	5.627
76	Norton & Taunton,	29.000	.830	29.830	29.407	-	29.407
77	Palmer & Monson,	9.450	.160	9.610	9.450	-	9.450
78	Pittsfield Electric,	10.143	.513	10.656	10.143	-	10.143
79	Plum Island Electric (Newbury, etc.),	4.239	.342	4.581	5.046	-	5.046
80	Plymouth & Kingston,	8.750	.430	9.180	8.750	-	8.750

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded.						
		78. — Main Track Owned.	79. — Sid- ings, Switches, etc., Owned.	80. — Total Track Owned.	81. — Main Track Operated.	82. — By Horse Power.	83. — By Electric Power.	84. — By Horse and Electric Power.
81	Plymouth & Sandwich,	4.413	.213	4.626	4.413	—	4.413	—
82	Providence & Taunton,	13.272	.580	13.852	14.936	—	14.936	—
83	Quincy & Boston,	38.342	2.017	40.359	39.223	—	39.223	—
84	Reading & Lowell,	11.842	.126	11.968	11.842	—	11.842	—
85	Rockland & Abington,	17.050	1.201	18.251	18.398	—	18.398	—
86	Rockport,	6.708	.080	6.788	7.468	—	7.468	—
87	Salem & Wakefield,	6.223	.140	6.363	6.223	—	6.223	—
88	Shelburne Falls & Colrain,	6.530	.480	7.010	6.530	—	6.530	—
89	Somerville,	7.780	.253	8.033	—	—	—	—
90	Southbridge & Sturbridge,	7.748	.262	8.010	7.748	—	7.748	—
91	South Middlesex (Natick, etc.),	12.949	.596	13.545	12.949	—	12.949	—
92	South Shore & Boston (Hingham, etc.),	65.676	3.550	69.226	72.280	—	72.280	—
93	Springfield,	64.024	4.676	68.700	64.024	—	64.024	—
94	Stoughton & Randolph,	—	—	—	—	—	—	—
95	Taunton,	17.133	1.263	18.396	17.541	—	17.541	—
96	Taunton & Brockton,	13.119	.420	13.539	17.291	—	17.291	—
97	Templeton,	2.000	—	2.000	—	—	—	—
98	Union (New Bedford, etc.),	20.284	3.603	23.887	20.284	—	20.284	—
99	Wakefield & Stoneham,	15.078	.752	15.830	15.678	—	15.678	—
100	Warren, Brookfield & Spencer,	19.219	.492	19.711	19.219	—	19.219	—
101	Webster & Dudley,	5.010	.210	5.220	5.010	—	5.010	—
102	Wellesley & Boston,	4.660	.210	4.870	8.420	—	8.420	—
103	West End (Boston, etc.),	290.401	37.127	327.528	—	—	—	—
104	West Roxbury & Roslindale,	14.531	.909	15.440	14.531	—	14.531	—
105	Winnisimmet (Chelsea),	2.010	.143	2.153	—	—	—	—

106	Woburn & Reading, . . . . .	4.190	.041	4.231	5.020	5.020	-
107	Woonsocket (of Rhode Island), . . . . .	18.499	.827	19.326	18.499	18.499	-
108	Worcester & Blackstone Valley, . . . . .	7.060	.270	7.330	7.060	7.060	-
109	Worcester & Clinton, . . . . .	11.630	.284	11.914	11.630	11.630	-
110	Worcester Consolidated, . . . . .	43.313	1.018	44.331	52.538	49.848	2.690 <sup>1</sup>
111	Worcester & Marlborough, . . . . .	16.870	.650	17.520	17.360	17.360	-
112	Worcester & Shrewsbury R.R., . . . . .	2.700	.500	3.200	-	-	-
113	Worcester & Shrewsbury St. Ry., . . . . .	.425	.034	.459	-	-	-
114	Worcester & Suburban, . . . . .	21.913	1.429	23.342	21.913	21.913	-
115	Woronoco (Westfield), . . . . .	7.084	.225	7.309	7.084	7.084	-
116	Worcester & Webster, . . . . .	15.831	.256	16.087	-	-	-
	Totals, <sup>2</sup> . . . . .	1,735.537	110.172	1,845.709	1,739.285	1,731.840	2.690 <sup>1</sup>

<sup>1</sup> By steam power.<sup>2</sup> Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF EQUIPMENT.						90.—Horses.	91.—Electric Motors.
		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Electric Cars.	89.—Equipped with Fenders.			
1	Amesbury & Hampton,	2	9	—	11	11	—	—	22
2	Amherst & Sunderland,	2	2	1	4	—	—	—	8
3	Athol & Orange,	5	5	2	10	—	—	—	22
4	Beverly & Danvers,	1	1	1	2	2	—	—	4
5	Blue Hill (Canton, etc.),	—	—	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	—	—	—	—
7	Boston Elevated,	1,507	1,451	1,163	2,735	2,735	315	3,668	—
8	Boston & Revere Electric,	—	5	1	12	12	1	16	—
9	Braintree,	7	14	8	24	24	—	33	—
10	Braintree & Weymouth,	10	—	—	—	—	—	—	—
11	Bridgewater, Whitman & Rockland,	6	6	2	12	12	—	24	—
12	Brockton,	56	69	31	120	120	6	171	—
13	Brockton, Bridgewater & Taunton,	11	13	9	24	24	1	56	—
14	Brockton & East Bridgewater,	3	3	—	6	6	—	12	—
15	Boston, Milton & Brockton,	7	8	2	15	15	—	30	—
16	Citizen's Electric (Newburyport, etc.),	12	15	12	27	27	3	36	—
17	Clinton & Hudson,	—	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton),	11	28	8	39	39	1	74	—
19	Conway Electric,	2	—	7	2	—	—	4	—
20	Cottage City,	3	6	2	7	—	—	7	—
21	Dartmouth & Westport,	9	12	6	21	21	—	52	—
22	Dighton, Somerset & Swansea,	—	20	6	32	32	1	47	—
23	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—	—
24	Easton,	—	—	—	—	—	—	—	—
25	East Taunton,	2	2	1	4	4	—	8	—

26	East Wareham, Onset Bay & Pt. Ind.,	4	8	11	-	-	-	-	86
27	Fitchburg & Leominster,	23	27	27	50	50	4	4	20
28	Fitchburg & Suburban,	3	7	3	10	10	-	-	16
29	Framingham, Southboro' & Marlboro',	3	5	2	8	8	-	-	11
30	Framingham Union,	10	11	3	9	9	-	-	13
31	Gardner Electric,	3	3	2	6	6	-	-	8
32	Gardner, Westminster & Fitchburg,	-	4	2	4	4	-	-	124
33	Georgetown, Rowley & Ipswich,	-	-	-	-	-	5	5	38
34	Globe (Fall River),	51	60	23	96	96	3	3	46
35	Gloucester,	7	16	11	23	23	2	2	-
36	Gloucester, Essex & Beverly,	8	16	8	24	24	-	-	24
37	Gloucester & Rockport,	-	-	-	-	-	1	1	14
38	Grafton, Upton & Milford,	-	8	4	13	13	-	-	61
39	Greenfield & Turner's Falls,	5	8	2	8	8	5	5	14
40	Hanover,	2	6	19	36	36	-	-	58
41	Haverhill & Amesbury,	16	36	1	7	7	-	-	143
42	Haverhill, Georgetown & Danvers,	3	4	6	30	30	4	4	23
43	Hingham,	5	25	-	87	87	2	2	84
44	Holbrook & Weymouth,	-	-	18	-	-	1	1	28
45	Holyoke,	34	53	5	25	25	-	-	218
46	Hoosac Valley (North Adams, etc.),	10	15	5	45	45	10	10	266
47	Interstate Consolidated (of R. I.),	20	25	5	33	33	34	34	763
48	Leominster & Clinton,	6	8	8	14	14	-	-	8
49	Lexington & Boston,	-	-	-	-	-	-	-	6
50	Lowell, Lawrence & Haverhill,	71	97	75	154	154	-	-	25
51	Lowell & Suburban,	64	80	61	122	122	10	10	266
52	Lynn & Boston,	254	363	187	537	537	34	34	763
53	Mansfield & Easton,	4	-	1	4	4	-	-	8
54	Mansfield & Norton,	3	-	1	3	3	-	-	6
55	Marlborough,	6	9	6	15	15	-	-	25



Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF EQUIPMENT — Continued.					90.—Horses.	91.—Electric Motors.
		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Electric Cars.	89.—Equipped with Fenders.		
56	Martha's Vineyard, . . . . .	—	2	—	2	—	—	4
57	Milford, Attleborough & Woonsocket, . . . . .	—	—	—	—	—	—	—
58	Milford, Holliston & Frammingham, . . . . .	11	15	6	26	26	1	50
59	Mt. Tom (Northampton), . . . . .	—	—	—	—	—	—	—
60	Mystic Valley (Stoneham, etc.), . . . . .	3	4	2	7	7	—	14
61	Natick & Cochituate, . . . . .	9	12	4	21	21	1	39
62	Needham & Boston, . . . . .	3	4	—	7	7	—	14
63	New Bedford, Middleboro' & Brockton, . . . . .	—	20	—	20	20	—	92
64	Newton, . . . . .	17	18	14	35	35	2	40
65	Newton & Boston, . . . . .	14	12	10	26	26	2	52
66	Newtonville & Watertown, . . . . .	—	—	—	—	—	—	—
67	Norfolk Central (Dedham, etc.), . . . . .	6	9	2	15	15	—	27
68	Norfolk Southern (Dedham, etc.), . . . . .	—	—	—	—	—	—	—
69	Norfolk Suburban (Hyde Park, etc.), . . . . .	14	19	4	33	33	—	57
70	Norfolk Western (Dedham, etc.), . . . . .	4	3	4	7	7	1	12
71	Northampton, . . . . .	16	16	14	34	34	3	62
72	Northampton & Amherst, . . . . .	—	—	—	—	—	—	—
73	North End (Worcester), . . . . .	—	—	—	—	—	—	—
74	North Woburn, . . . . .	6	9	10	11	9	1	16
75	Norton & Attleborough, . . . . .	2	4	1	6	6	—	12
76	Norton & Taunton, . . . . .	10	8	5	18	18	—	36
77	Palmer & Monson, . . . . .	4	14	4	18	—	—	40
78	Pittsfield Electric, . . . . .	11	12	5	18	18	3	40
79	Plum Island Electric (Newbury, etc.), . . . . .	—	8	3	8	8	—	16
80	Plymouth & Kingston, . . . . .	6	9	5	15	15	1	30

81	Plymouth & Sandwich,	.	.	.	.	2	1	2	2	2	4
82	Providence & Taunton,	.	.	.	.	12	4	20	20	54	54
83	Quincy & Boston,	.	.	.	.	36	11	64	64	91	91
84	Reading & Lowell,	.	.	.	.	4	1	7	7	12	12
85	Rockland & Abington,	.	.	.	.	16	9	32	32	36	36
86	Rockport,	.	.	.	.	4	1	8	8	16	16
87	Salem & Wakefield,	.	.	.	.	4	1	7	7	12	12
88	Shelburne Falls & Colrain,	.	.	.	.	3	9	4	4	6	6
89	Somerville,	.	.	.	.	5	2	11	11	20	20
90	Southbridge & Sturbridge,	.	.	.	.	9	6	19	19	28	28
91	South Middlesex (Natick, etc.),	.	.	.	.	67	33	106	106	165	165
92	South Shore & Boston (Hingham, etc.),	.	.	.	.	93	40	198	198	414	414
93	Springfield,	.	.	.	.	22	10	31	31	41	41
94	Stoughton & Randolph,	.	.	.	.	6	7	10	10	20	20
95	Taunton,	.	.	.	.	44	21	84	79	118	118
96	Taunton & Brockton,	.	.	.	.	11	9	22	22	32	32
97	Templeton,	.	.	.	.	10	4	16	16	32	32
98	Union (New Bedford, etc.),	.	.	.	.	4	2	6	6	12	12
99	Wakefield & Stoneham,	.	.	.	.	9	2	14	14	35	35
100	Warren, Brookfield & Spencer,	.	.	.	.	16	4	28	28	54	54
101	Webster & Dudley,	.	.	.	.	3	1	5	5	8	8
102	Wellesley & Boston,	.	.	.	.	22	15	26	26	50	50
103	West End (Boston, etc.),	.	.	.	.	4	1	8	8	16	16
104	West Roxbury & Roslindale,	.	.	.	.	79	5	13	13	28	28
105	Winnisimmet (Chelsea),	.	.	.	.	82	34	162	162	245	245
106	Woburn & Reading,	.	.	.	.	10	4	4	4	6	6
107	Woonsocket (of Rhode Island),	.	.	.	.	7	82				
108	Worcester & Blackstone Valley,	.	.	.	.						
109	Worcester & Clinton,	.	.	.	.						
110	Worcester Consolidated,	.	.	.	.						

*Tabulated Statements from Reports of Street Railway Companies — Continued.*

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT — Concluded.						90. — Horses.	91. — Electric Motors.
		85. — Box Passenger Cars.	86. — Open Passenger Cars.	87. — Other Cars and Vehicles.	88. — Electric Cars.	89. — Equipped with Fenders.			
111	Worcester & Marlborough, . . .	12	8	7	20	19	—	40	
112	Worcester & Shrewsbury R.R., . .	—	—	—	—	—	—	—	
113	Worcester & Shrewsbury St. Ry., .	—	—	—	—	—	—	—	
114	Worcester & Suburban, . . .	22	24	16	46	46	4	84	
115	Woronoco (Westfield), . . .	6	10	7	16	16	—	20	
116	Worcester & Webster, . . .	—	—	—	—	—	—	—	
Totals, <sup>1</sup> . . . . .		2,832	3,210	2,076	5,616	5,495	455	8,530	

<sup>1</sup> Not including the Braintree & Weymouth, the Braintree & Rockland, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Number of Employees.	97. — Total Number.	98. — In Massachusetts.
1	Amesbury & Hampton, . . .	92,438	21,348	5,356	21,424	8	8	7
2	Amherst & Sunderland, . . .	215,955	49,611	8,304	61,869	9	58	58
3	Athol & Orange, . . .	600,933	87,344	8,091	111,338	16	8	7
4	Beverly & Danvers, . . .	144,084	33,024	5,571	47,560	4	18	18
5	Blue Hill (Canton, etc.), . . .	—	—	—	—	—	34	36
6	Boston & Chelsea, . . .	—	—	—	—	—	103	77
7	Boston Elevated, . . .	191,023,224	653,140	3,162,405	34,594,224	6,004	1,621	1,343
8	Boston & Revere Electric, . . .	—	—	—	—	—	103	7
9	Braintree, . . .	461,843	32,387	11,890	147,496	30	40	40
10	Braintree & Weymouth, . . .	711,323	59,520	17,615	211,641	33	164	160
11	Bridgewater, Whitman & Rockland, . . .	414,286	31,521	8,084	174,448	20	39	33
12	Brockton, . . .	7,273,966	162,944	182,285	1,491,171	225	12	12
13	Brockton, Bridgewater & Taunton, . . .	1,555,760	75,277	11,404	466,675	50	22	21
14	Brockton & East Bridgewater, . . .	386,223	41,592	6,690	112,293	12	8	8
15	Boston, Milton & Brockton, . . .	220,412	21,980	5,148	52,311	15	27	27
16	Citizen's Electric (Newburyport, etc.), . . .	583,282	32,974	15,450	113,630	45	26	25
17	Clinton & Hudson, . . .	—	—	—	—	—	20	20
18	Commonwealth Avenue (Newton), . . .	1,432,884	110,853	44,989	377,670	45	22	22
19	Conway Electric, . . .	55,098	9,323	1,664	25,844	6	80	76
20	Cottage City, . . .	81,831	15,182	2,820	30,459	14	30	30
21	Dartmouth & Westport, . . .	559,004	29,552	11,251	309,078	40	65	57
22	Dighton, Somerset & Swansea, . . .	961,075	58,868	9,081	270,928	25	13	13
23	East Middlesex (Malden, etc.), . . .	—	—	—	—	—	106	95
24	Easton, . . .	—	—	—	—	—	49	49
25	East Taunton, . . .	165,917	39,076	5,818	45,278	6	81	81

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		VOLUME OF TRAFFIC — Continued.					STOCKHOLDERS — Continued.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Number of Employees.	97. — Total Number.	98. — In Massachusetts.
26	East Wareham, Onset Bay & Pt. Ind.,	31,690	15,735	3,038	9,174	8	42	38
27	Fitchburg & Leominster, . . . .	2,825,880	126,710	93,440	778,089	80	68	64
28	Fitchburg & Suburban, . . . .	448,425	90,958	14,353	138,352	15	27	25
29	Framingham, Southboro & Marlboro',	323,841	43,792	10,419	153,013	-	6	6
30	Framingham Union, . . . .	680,140	106,974	26,544	135,332	14	37	36
31	Gardner Electric, . . . .	336,935	75,331	17,430	77,535	12	44	41
32	Gardner, Westminster & Fitchburg, .	1,695	147	18	94	4	22	22
33	Georgetown, Rowley & Ipswich, . .	-	-	-	-	-	16	16
34	Globe (Fall River), . . . .	7,203,720	247,338	206,377	1,300,956	225	12	7
35	Gloucester, . . . .	1,424,428	138,847	32,693	265,405	40	6	6
36	Gloucester, Essex & Beverly, . . .	1,227,110	55,757	10,564	348,632	48	7	7
37	Gloucester & Rockport, . . . .	-	-	-	-	-	13	13
38	Grafton, Upton & Milford, . . . .	-	-	-	-	-	-	-
39	Greenfield & Turner's Falls, . . . .	741,969	49,268	6,946	180,458	20	66	64
40	Hanover, . . . .	196,626	22,273	7,476	74,126	8	63	63
41	Haverhill & Amesbury, . . . .	1,654,494	63,994	12,565	432,040	50	19	16
42	Haverhill, Georgetown & Danvers, .	462,818	72,793	9,534	120,187	10	15	15
43	Hingham, . . . .	591,320	31,426	31,939	231,040	35	61	52
44	Holbrook & Weymouth, . . . .	-	-	-	-	-	8	4
45	Holyoke, . . . .	4,468,059	142,827	129,439	1,172,660	201	151	135
46	Hoosac Valley (North Adams, etc.), .	1,620,530	124,599	32,292	419,796	48	15	14
47	Interstate Consolidated (of R. I.), . .	3,024,178	133,863	46,155	656,889	92	7	2
48	Leominster & Clinton, . . . .	994,115	86,573	11,176	257,685	35	54	52
49	Lexington & Boston, . . . .	-	-	-	-	-	34	33
50	Lowell, Lawrence & Haverhill, . . .	10,074,912	155,439	172,443	1,828,525	250	12	11



51	Lowell & Suburban,	8,190,103	132,879	248,679	1,939,163	320	112	98
52	Lynn & Boston,	30,287,399	196,886	562,753	6,032,174	1,277	13	13
53	Mansfield & Easton,	86,335	8,382	2,727	56,186	6	29	29
54	Mansfield & Norton,	87,465	16,336	3,674	39,341	5	21	21
55	Marlborough,	759,585	100,727	36,889	180,974	40	14	14
56	Martha's Vineyard,	28,816	2,619	2,057	4,525	4	7	7
57	Milford, Attleborough & Woonsocket,	—	—	—	—	—	39	13
58	Milford, Holliston & Framingham,	1,919,206	90,576	19,711	465,264	54	90	81
59	Mt. Tom (Northampton),	—	—	—	—	—	17	17
60	Mystic Valley (Stoneham, etc.),	673,571	106,628	12,689	158,618	21	96	95
61	Natick & Cohinuate,	1,277,893	74,950	29,771	297,710	35	11	11
62	Needham & Boston,	57,568	15,082	666	26,663	10	44	43
63	New Bedford, Middleboro' & Brockton,	246,015	8,048	5,371	57,397	34	81	79
64	Newton,	2,095,701	132,757	48,512	478,169	60	44	43
65	Newton & Boston,	1,699,586	107,284	59,846	499,941	80	9	8
66	Newtonville & Watertown,	—	—	—	—	—	—	—
67	Norfolk Central (Dedham, etc.),	770,375	116,706	16,951	195,915	22	8	8
68	Norfolk Southern (Dedham, etc.),	—	—	—	—	—	9	9
69	Norfolk Suburban (Hyde Park, etc.),	2,052,597	177,622	39,509	434,607	59	35	35
70	Norfolk Western (Dedham, etc.),	196,408	21,631	4,966	89,388	18	181	154
71	Northampton,	2,021,087	118,020	52,961	522,298	67	15	12
72	Northampton & Amherst,	—	—	—	—	—	18	18
73	North End (Worcester),	—	—	—	—	—	8	8
74	North Woburn,	888,198	115,455	13,511	187,503	18	22	22
75	Norton & Attleborough,	180,061	31,999	5,796	65,223	6	100	99
76	Norton & Taunton,	448,080	15,237	12,374	423,689	48	105	101
77	Palmer & Monson,	393,885	41,681	15,750	161,159	22	36	36
78	Pittsfield Electric,	1,470,937	145,020	32,028	347,869	35	8	7
79	Plum Island Electric (Newbury, etc.),	242,954	48,148	4,040	36,386	16	44	40
80	Plymouth & Kingston,	780,562	89,207	13,475	210,917	24	—	—

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC — Concluded.					STOCKHOLDERS — Concluded.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Number of Employees.	97. — Total Number.	98. — In Massachusetts.
81	Plymouth & Sandwich, . . . . .	43,775	9,920	2,002	17,755	6	28	26
82	Providence & Taunton, . . . . .	1,219,170	81,626	9,278	259,788	25	9	8
83	Quincy & Boston, . . . . .	3,590,477	91,540	85,478	693,273	135	46	46
84	Reading & Lowell, . . . . .	353,245	29,830	5,948	140,837	15	11	11
85	Rockland & Abington, . . . . .	1,104,948	60,058	31,986	314,934	55	19	13
86	Rockport, . . . . .	600,462	80,405	9,798	146,968	10	7	7
87	Salem & Wakefield, . . . . .	207,514	33,346	7,188	86,255	8	10	10
88	Shelburne Falls & Colrain, . . . . .	162,598	24,900	4,746	30,887	11	102	98
89	Somerville, . . . . .	—	—	—	—	—	6	6
90	Southbridge & Sturbridge, . . . . .	581,461	75,047	10,307	144,298	15	53	52
91	South Middlesex (Natick, etc.), . . . . .	1,195,879	92,353	10,765	279,898	30	41	38
92	South Shore & Boston (Hingham, etc.), . . . . .	1,296,587	17,938	42,237	322,041	188	149	140
93	Springfield, . . . . .	12,343,452	192,794	323,439	3,334,418	430	396	351
94	Stoughton & Randolph, . . . . .	—	—	—	—	—	50	50
95	Taunton, . . . . .	1,425,664	81,276	57,159	364,053	75	26	9
96	Taunton & Brockton, . . . . .	1,083,145	62,642	8,085	245,015	12	11	11
97	Templeton, . . . . .	—	—	—	—	—	76	75
98	Union (New Bedford, etc.), . . . . .	4,202,903	207,203	163,729	969,911	160	101	90
99	Wakefield & Stoneham, . . . . .	1,255,863	80,104	35,421	384,950	42	8	8
100	Warren, Brookfield & Spencer, . . . . .	1,170,573	60,907	19,317	384,166	38	19	19
101	Webster & Dudley, . . . . .	258,691	50,073	13,220	71,717	15	80	78
102	Wellesley & Boston, . . . . .	1,135,613	134,871	26,845	251,813	24	15	15
103	West End (Boston, etc.), . . . . .	—	—	—	—	—	7,920	6,952
104	West Roxbury & Roslindale, . . . . .	1,579,052	108,668	29,529	383,884	57	19	19
105	Winnisimmet (Chelsea), . . . . .	—	—	—	—	—	38	36

106	Woburn & Reading, . . . . .	216,037	43,035	6,489	60,998	10	12	12
107	Woonsocket (of Rhode Island), . . . . .	1,207,106	65,253	57,000	359,940	45	18	10
108	Worcester & Blackstone Valley, . . . . .	332,472	47,092	9,808	135,227	24	16	16
109	Worcester & Clinton, . . . . .	819,266	70,444	8,849	197,705	39	49	49
110	Worcester Consolidated, . . . . .	12,193,002	232,080	359,910	2,356,649	400	6	3
111	Worcester & Marlborough, . . . . .	1,205,415	69,436	9,220	319,993	40	90	78
112	Worcester & Shrewsbury R.R., . . . . .	-	-	-	-	-	6	6
113	Worcester & Shrewsbury St. Ry., . . . . .	-	-	-	-	-	6	6
114	Worcester & Suburban, . . . . .	3,259,470	148,746	61,537	735,965	120	201	190
115	Woronoco (Westfield), . . . . .	563,563	79,554	52,090	217,523	30	46	44
116	Worcester & Webster, . . . . .	-	-	-	-	-	30	30
	Totals, . . . . .	356,724,213	205,098	7,104,843	73,367,235	11,944 <sup>1</sup>	13,945 <sup>1</sup>	12,362 <sup>1</sup>

<sup>1</sup> Not including the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Mansfield & Easton, the Mansfield & Norton, the Norton & Attleborough and the Rockland & Abington.

Tabulated Statements from Reports of Street Railway Companies — Continued.

ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899.

RAILWAY COMPANIES.		99. — To Passengers.	100. — To Employees.	101. — To other Persons.	102. — Fatal.	103. — Not Fatal.	104. — Total.	105. — Total during Preceding Year.
1	Amesbury & Hampton, . . . . .	—	—	—	—	—	—	—
2	Amherst & Sunderland, . . . . .	—	—	—	—	—	—	1
3	Athol & Orange, . . . . .	—	—	1	1	—	1	1
4	Beverly & Danvers, . . . . .	—	—	—	—	—	—	—
5	Blue Hill (Canton, etc.), . . . . .	—	—	—	—	—	—	—
6	Boston & Chelsea, . . . . .	—	—	—	—	—	—	—
7	Boston Elevated, . . . . .	1,044	19	485	13	1,535	1,548	1,489
8	Boston & Revere Electric, . . . . .	—	—	1	—	5	5	10
9	Braintree, . . . . .	4	—	1	—	6	6	3
10	Braintree & Weymouth, . . . . .	5	—	—	—	—	—	—
11	Bridgewater, Whitman & Rockland, . . . . .	6	1	8	—	15	15	4
12	Brockton, . . . . .	16	2	6	—	24	24	27
13	Brockton, Bridgewater & Taunton, . . . . .	7	1	6	—	14	14	5
14	Brockton & East Bridgewater, . . . . .	1	—	—	—	1	1	7
15	Boston, Milton & Brockton, . . . . .	5	1	—	—	6	6	—
16	Citizen's Electric (Newburyport, etc.), . . . . .	2	—	3	—	5	5	—
17	Clinton & Hudson, . . . . .	—	—	—	—	—	—	—
18	Commonwealth Avenue (Newton), . . . . .	2	2	1	—	5	5	2
19	Conway Electric, . . . . .	—	—	—	—	—	—	—
20	Cottage City, . . . . .	—	—	—	—	—	—	—
21	Dartmouth & Westport, . . . . .	13	—	13	1	25	26	11
22	Dighton, Somerset & Swansea, . . . . .	5	—	1	1	5	6	6
23	East Middlesex (Malden, etc.), . . . . .	—	—	—	—	—	—	—
24	Easton, . . . . .	—	—	—	—	—	—	—
25	East Taunton, . . . . .	—	—	—	—	—	—	—





*Tabulated Statements from Reports of Street Railway Companies — Continued.*

		ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899 — Continued.						
RAILWAY COMPANIES.		99. — To Pas- sengers.	100. — To Em- ployees.	101. — To other Persons.	102. — Fatal.	103. — Not Fatal.	104. — Total.	105. — Total during Preceding Year.
56	Martha's Vineyard, . . .	—	—	—	—	—	—	—
57	Milford, Attleborough & Woonsocket,	—	—	—	—	—	—	—
58	Milford, Holliston & Frammingham, .	5	2	7	—	14	14	9
59	Mt. Tom (Northampton), . . .	—	—	—	—	—	—	—
60	Mystic Valley (Stoneham, etc.), . .	3	—	5	—	8	8	3
61	Natick & Cochituate, . . .	1	—	2	—	3	3	—
62	Needham & Boston, . . .	2	—	1	—	2	2	—
63	New Bedford, Middleboro' & Brockton,	2	—	1	1	2	3	—
64	Newton, . . .	1	1	4	—	6	6	10
65	Newton & Boston, . . .	7	—	1	1	7	8	4
66	Newtonville & Watertown, . . .	—	—	—	—	—	—	—
67	Norfolk Central (Dedham, etc.), . .	9	—	—	—	9	9	6
68	Norfolk Southern (Dedham, etc.), .	—	—	—	—	—	—	—
69	Norfolk Suburban (Hyde Park, etc.),	22	—	3	—	25	25	20
70	Norfolk Western (Dedham, etc.), .	7	1	1	—	9	9	—
71	Northampton, . . .	8	1	6	—	15	15	10
72	Northampton & Amherst, . . .	—	—	—	—	—	—	—
73	North End (Worcester), . . .	—	—	—	—	—	—	—
74	North Woburn, . . .	6	—	1	—	7	7	11
75	Norton & Attleborough, . . .	1	—	1	—	2	2	1
76	Norton & Taunton, . . .	—	—	2	—	2	2	—
77	Palmer & Monson, . . .	—	—	—	—	—	—	—
78	Pittsfield Electric, . . .	1	—	1	—	2	2	3
79	Plum Island Electric (Newbury, etc.),	5	—	—	—	5	5	1
80	Plymouth & Kingston, . . .	8	—	—	—	8	8	8

81	Plymouth & Sandwich,	.	.	.	.	6	3	2	7	9	7
82	Providence & Taunton,	.	.	.	.	17	5	-	22	22	19
83	Quincy & Boston,	.	.	.	.	2	2	-	2	2	5
84	Reading & Lowell,	.	.	.	.	18	-	-	21	21	10
85	Rockland & Abington,	.	.	.	.		2	-			
86	Rockport,	.	.	.	.	-	3	-	3	3	-
87	Salem & Wakefield,	.	.	.	.	2	1	-	2	2	1
88	Shelburne Falls & Colrain,	.	.	.	.	-	1	-	1	1	1
89	Somerville,	.	.	.	.	-	-	-	-	-	-
90	Southbridge & Sturbridge,	.	.	.	.	-	-	-	-	-	-
91	South Middlesex (Natick, etc.),	.	.	.	.	4	-	-	4	4	5
92	South Shore & Boston (Hingham, etc.),	.	.	.	.	2	5	2	9	9	-
93	Springfield,	.	.	.	.	15	7	-	26	26	35
94	Stoughton & Randolph,	.	.	.	.	-	3	-	-	-	-
95	Taunton,	.	.	.	.	8	1	1	11	12	2
96	Taunton & Brockton,	.	.	.	.	3	2	-	5	5	3
97	Templeton,	.	.	.	.	-	-	-	-	-	-
98	Union (New Bedford, etc.),	.	.	.	.	9	17	-	27	27	24
99	Wakefield & Stoneham,	.	.	.	.	9	5	2	13	15	15
100	Warren, Brookfield & Spencer,	.	.	.	.	7	3	1	10	11	11
101	Webster & Dudley,	.	.	.	.	-	3	-	4	4	-
102	Wellesley & Boston,	.	.	.	.	3	-	-	3	3	-
103	West End (Boston, etc.),	.	.	.	.	-	-	-	-	-	-
104	West Roxbury & Roslindale,	.	.	.	.	6	6	-	12	12	14
105	Winnisimmet (Chelsea),	.	.	.	.	-	-	-	-	-	-
106	Woburn & Reading,	.	.	.	.	3	1	-	4	4	1
107	Woonsocket (of Rhode Island),	.	.	.	.	3	9	1	12	12	-
108	Worcester & Blackstone Valley,	.	.	.	.	2	1	-	3	3	-
109	Worcester & Clinton,	.	.	.	.	-	1	-	-	-	-
110	Worcester Consolidated,	.	.	.	.	70	68	1	141	141	48

*Tabulated Statements from Reports of Street Railway Companies — Concluded.*

RAILWAY COMPANIES.		ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1899 — Concluded.					
		99. — To Passengers.	100. — To Employees.	101. — To other Persons.	102. — Fatal.	103. — Not Fatal.	104. — Total.
		105. — Total during Preceding Year.					
111	Worcester & Marlborough, . . .	6	-	2	-	8	8
112	Worcester & Shrewsbury R.R., . .	-	-	-	-	-	-
113	Worcester & Shrewsbury St. Ry., .	-	-	-	-	-	-
114	Worcester & Suburban, . . .	21	4	5	5	25	30
115	Woronoco (Westfield), . . .	4	-	1	-	5	5
116	Worcester & Webster, . . .	-	-	-	-	-	-
Totals, . . . . .		1,616	72	800	48	2,440	2,488
		2,213					







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PART IV.

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RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1899.

[AS CORRECTED BY THE BOARD.]

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# RETURN

## OF THE

### ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$9,219 00
Dividends declared (7 per cent), . . . . .		\$9,219 00
Amount of surplus June 30, 1898, . . . . .		\$407 14
TOTAL SURPLUS JUNE 30, 1899, . . . . .		\$407 14
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.	DR.	
Cost of road, . . . . .		\$131,416 48
Cash, . . . . .		690 66
TOTAL, . . . . .		\$132,107 14
LIABILITIES.	CR.	
Capital stock, . . . . .		\$131,700 00
Profit and Loss balance (surplus), . . . . .		407 14
TOTAL, . . . . .		\$132,107 14
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$133,000 00	
Capital stock authorized by votes of company, . . . . .	131,700 00	
Capital stock issued and outstanding, . . . . .		\$131,700 00
Number of shares issued and outstanding, . . . . .	1,317	
Number of stockholders, . . . . .	54	
Number of stockholders in Massachusetts, . . . . .	49	
Amount of stock held in Massachusetts, . . . . .	\$100,800 00	

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 4.000	Miles. 4.000
Length of side track, etc., . . . . .	1.480	1.480
TOTAL LENGTH OF TRACK OWNED, . . . . .	5.480	5.480

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,  
NORTH ATTLEBOROUGH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry F. Barrows, *President*, North Attleborough, Mass. Henry F. Barrows, Jr., *Treasurer*, North Attleborough, Mass. John R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry F. Barrows, North Attleborough, Mass. John R. Bronson, Attleborough, Mass. Ellerton P. Whitney, Milton, Mass. Albert A. Folsom, Brookline, Mass. Henry F. Barrows, Jr., North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

A. A. FOLSOM,  
ELLERTON P. WHITNEY,  
H. F. BARROWS, JR.,  
H. F. BARROWS,  
*Directors.*  
H. F. BARROWS, JR.,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NORTH ATTLEBOROUGH, Aug. 28, 1899. Then personally appeared the above-named Henry F. Barrows, Jr., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOSEPH E. POND,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 15, 1899. Then personally appeared the above-named Ellerton P. Whitney and A. A. Folsom, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, DAVID G. HASKINS, JR.,  
*Justice of the Peace.*

# RETURN

## OF THE

### BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$36,250 00
Dividends received on stocks owned: Berkshire Railroad Company's stock (66 shares), . . . . .	396 00
GROSS INCOME, . . . . .	\$36,646 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization, . . . . .	450 15
NET DIVISIBLE INCOME, . . . . .	\$36,195 85
Dividends declared (6 per cent), . . . . .	36,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$195 85
Amount of surplus June 30, 1898, . . . . .	14,269 23
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$14,465 08
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	
Cost of road, . . . . .	Dr. \$600,000 00
Stock of Berkshire Railroad Company (66 shares), . . . . .	3,970 00
TOTAL PERMANENT INVESTMENTS, . . . . .	\$603,970 00
Cash, . . . . .	11,413 08
TOTAL, . . . . .	\$615,383 08
LIABILITIES.	
Capital stock, . . . . .	Cr. \$600,000 00
Current liabilities: dividends not called for, . . . . .	918 00
Profit and Loss balance (surplus), . . . . .	14,465 08
TOTAL, . . . . .	\$615,383 08



CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$800,000 00	
Capital stock authorized by votes of company, . . . . .	600,000 00	
Capital stock issued and outstanding, . . . . .		\$600,000 00
Number of shares issued and outstanding, . . . . .	6,000	
Number of stockholders, . . . . .	230	
Number of stockholders in Massachusetts, . . . . .	144	
Amount of stock held in Massachusetts, . . . . .	\$404,900 00	

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 20.530	Miles. 20.530
Length of side track, . . . . .	5.130	5.130
TOTAL LENGTH OF TRACK OWNED, . . . . .	25.660	25.660

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,

STOCKBRIDGE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. Daniel A. Kimball,  
*Treasurer and Clerk of Corporation*, Stockbridge, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry T. Robbins, Great Barrington, Mass. Charles J. Taylor, Great Bar-  
 rington, Mass. George Church, Great Barrington, Mass. Daniel A. Kimball,  
 Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are  
 full, just and true.

HENRY T. ROBBINS,  
 CHAS. J. TAYLOR,  
 DANIEL A. KIMBALL,  
*Directors.*  
 DANIEL A. KIMBALL,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. AUG. 17, 1899. Then personally appeared the above-  
 named Henry T. Robbins, Charles J. Taylor and Daniel A. Kimball, and sev-  
 erally made oath that the foregoing certificate by them subscribed is, to the  
 best of their knowledge and belief, true.

Before me,

ORLANDO C. BIDWELL,  
*Justice of the Peace.*

## RETURN

OF THE

## BOSTON &amp; ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$9,325,035 77
Operating expenses, . . . . .	5,929,930 63
NET EARNINGS FROM OPERATION, . . . . .	\$3,395,105 14
Charges upon income accrued during the year :	
Interest on funded debt, . . . . . \$337,980 00	
Taxes, . . . . . 747,731 16	
Rentals of leased roads :	
Pittsfield & North Adams	
Railroad, . . . . . \$22,500 00	
Ware River Railroad, . . . . . 52,500 00	
North Brookfield Railroad, . . . . . 3,000 00	
	78,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	1,163,711 16
NET DIVISIBLE INCOME, . . . . .	\$2,231,393 98
Dividends declared during the year :	
September 30, 1898, 2 per cent on \$25,000,000, . . . . . \$500,000 00	
December 31, 1898, 2 per cent on \$25,000,000, . . . . . 500,000 00	
March 31, 1899, 2 per cent on \$25,000,000, . . . . . 500,000 00	
June 30, 1899, 2 per cent on \$25,000,000, . . . . . 500,000 00	
TOTAL DIVIDENDS DECLARED, . . . . .	2,000,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$231,393 98
Amount of surplus June 30, 1898, . . . . .	275,992 62
	\$507,386 60
Debits to profit and loss account during the year : credited to	
special equipment, . . . . .	200,000 00
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$307,386 60

## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$3,703,490 07		
Deductions:			
Tickets redeemed, . . . . .		\$4,685 47	
Excess fares refunded, . . . . .		11,397 12	
Total deductions, . . . . .		\$16,082 59	
NET REVENUE FROM PASSENGERS, . . . . .			\$3,687,407 48
From mails, . . . . .	\$320,349 07		
From express, . . . . .	268,612 19		
From extra baggage and storage, . . . . .	56,749 80		
Other earnings, passenger service:			
Dining cars, . . . . .	75,351 11		
Parcel rooms, . . . . .	8,120 50		
			729,182 67
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .			\$4,416,590 15
Freight service:			
Gross receipts from freight, . . . . .	\$4,669,083 06		
Deductions:			
Overcharge to shippers, . . . . .		\$276,488 01	
NET REVENUE FROM FREIGHT, . . . . .			\$4,392,595 05
From stock yards, . . . . .	\$8,800 00		
From elevators, . . . . .	244,753 32		
Other earnings, freight service:			
Car demurrage, . . . . .	7,773 00		
Gravel, . . . . .	51,501 71		
			312,828 03
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .			\$4,705,423 08
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .			\$9,122,013 23
Other earnings from operation:			
Rentals from tracks, yards and terminals, . . . . .	\$3,161 60		
Rentals from buildings and other property, . . . . .	183,865 40		
From other sources:			
Interest, . . . . .	14,845 54		
Albany bridges, . . . . .	1,150 00		
TOTAL OTHER EARNINGS, . . . . .			203,022 54
GROSS EARNINGS FROM OPERATION, . . . . .			\$9,325,035 77

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers, . . . . .	\$102,507 29
Salaries of clerks and attendants, . . . . .	56,778 57
General office expenses and supplies, . . . . .	11,916 59
Insurance, . . . . .	23,965 21
Law expenses, . . . . .	15,202 50
Stationery and printing (general offices), . . . . .	1,556 40
TOTAL, . . . . .	\$211,926 56
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$596,882 75
Renewals of rails, . . . . .	54,843 25
Renewals of ties, . . . . .	107,288 20
Repairs and renewals of bridges and culverts, . . . . .	94,012 65
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	14,564 73
Repairs and renewals of buildings and fixtures, . . . . .	367,249 89

<b>Maintenance of way and structures — <i>Concluded.</i></b>		
Repairs and renewals of docks and wharves, . . . . .	\$38,976 62	
Stationery and printing, . . . . .	1,030 48	
<b>TOTAL, . . . . .</b>	<b>\$1,274,848 57</b>	
<b>Maintenance of equipment:</b>		
Superintendence, . . . . .	\$25,807 90	
Repairs and renewals of locomotives, . . . . .	477,251 96	
Repairs and renewals of passenger cars, . . . . .	183,276 60	
Repairs and renewals of freight cars, . . . . .	229,829 79	
Repairs and renewals of work cars, . . . . .	8,449 52	
Repairs and renewals of shop machinery and tools, . . . . .	8,630 12	
Stationery and printing, . . . . .	1,328 58	
<b>TOTAL, . . . . .</b>	<b>\$934,574 47</b>	
<b>Conducting transportation:</b>		
Superintendence, . . . . .	\$24,487 76	
Engine and roundhouse men, . . . . .	612,744 78	
Fuel for locomotives, . . . . .	651,477 29	
Water supply for locomotives, . . . . .	45,212 35	
Oil, tallow and waste for locomotives, . . . . .	25,387 88	
Other supplies for locomotives, . . . . .	3,732 99	
Train service, . . . . .	669,873 11	
Train supplies and expenses, . . . . .	102,684 72	
Switchmen, flagmen and watchmen, . . . . .	185,930 97	
Telegraph expenses, . . . . .	30,254 33	
Station service, . . . . .	655,547 78	
Station supplies, . . . . .	115,505 33	
Switching charges — balance, . . . . .	3,198 30	
Car mileage — balance, . . . . .	179,312 02	
Loss and damage, . . . . .	22,114 23	
Injuries to persons, . . . . .	43,218 34	
Clearing wrecks, . . . . .	4,916 08	
Advertising, . . . . .	4,211 77	
Outside agencies, . . . . .	44,033 81	
Stock yards and elevators, . . . . .	37,611 11	
Rentals for tracks, yards and terminals, . . . . .	2,600 00	
Rentals of buildings and other property, . . . . .	5,500 00	
Stationery and printing, . . . . .	39,026 08	
<b>TOTAL, . . . . .</b>	<b>\$3,508,581 03</b>	
<b>Recapitulation:</b>		
General expenses, . . . . .	\$211,926 56	
Maintenance of way and structures, . . . . .	1,274,848 57	
Maintenance of equipment, . . . . .	934,574 47	
Conducting transportation, . . . . .	3,508,581 03	
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$5,929,930 63</b>	
<b>Percentage of operating expenses to gross earnings, . . . . .</b>	<b>63.59</b>	
<b>GENERAL BALANCE SHEET JUNE 30, 1899.</b>		
<b>ASSETS.</b>	<b>DR.</b>	
Cost of road, . . . . .	\$26,299,992 87	
Cost of equipment, . . . . .	3,145,400 00	
Real estate, . . . . .	1,719,527 64	
Stock of Hudson River bridges, . . . . .	475,485 00	
Other permanent property: special equipment, . . . . .	427,000 00	
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$32,067,405 51</b>	

Cash, . . . . .	\$1,343,236 89	
Traffic balances due from other companies, . . . . .	529,403 10	
Due from solvent companies and individuals, . . . . .	365,163 82	
Sinking and other special funds, . . . . .	2,913,518 82	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>\$5,151,322 63</b>
Materials and supplies, . . . . .		197,114 91
<b>TOTAL, . . . . .</b>		<b>\$37,415,843 05</b>
<b>LIABILITIES. . . . .</b>		<b>CR</b>
Capital stock, . . . . .		\$25,000,000 00
Funded debt, . . . . .		7,485,000 00
Current liabilities:		
Dividend No. 101 (due June 30, 1899), . . . . .	\$500,000 00	
Credit balances, . . . . .	706,385 03	
Dividends not called for, . . . . .	5,122 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	5,100 00	
Rentals due and unpaid (including rentals due July 1), . . . . .	37,500 00	
Miscellaneous current liabilities:		
Pittsfield & North Adams Railroad, . . . . .	4,835 60	
Separation of grade crossings, . . . . .	365,000 00	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>1,623,942 63</b>
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$84,495 00	
Rentals accrued and not yet due, . . . . .	1,500 00	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>85,995 00</b>
Sinking and other special funds:		
Improvement fund, . . . . .	\$2,748,051 22	
Ware River sinking fund, . . . . .	165,467 60	
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .</b>		<b>2,913,518 82</b>
Profit and Loss balance (surplus), . . . . .		307,386 60
<b>TOTAL, . . . . .</b>		<b>\$37,415,843 05</b>
<b>PROPERTY ACCOUNTS.</b>		
Expenditures charged to property accounts: real estate, . . . . .		\$262,502 68
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): special equipment, . . . . .		200,000 00
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$62,502 68</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$30,000,000 00	
Capital stock authorized by votes of company, . . . . .	25,000,000 00	
Capital stock issued and outstanding, . . . . .		\$25,000,000 00
Number of shares issued and outstanding, . . . . .	250,000	
Number of stockholders, . . . . .	8,662	
Number of stockholders in Massachusetts, . . . . .	7,352	
Amount of stock held in Massachusetts, . . . . .	\$21,408,900 00	



## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Five per cent bonds, . . . . .	5	April 1, 1902,	\$3,858,000 00	\$192,900 00
Four per cent bonds, . . . . .	4	Oct. 1, 1913,	3,627,000 00	145,080 00
TOTALS, . . . . .			\$7,485,000 00	\$337,980 00

## SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Fund.</i>		
Amount June 30, 1898, of Ware River sinking fund, . . .		\$160,481 95
Additions during the year to Ware River sinking fund, . .		4,985 65
TOTAL SINKING FUND JUNE 30, 1899, . . . . .		\$165,467 60
<i>Improvement Fund.</i>		
Amount of improvement fund June 30, 1898, . . . . .		\$1,948,722 13
Additions during the year, . . . . .		799,329 09
TOTAL IMPROVEMENT FUND JUNE 30, 1899, . . . . .		\$2,748,051 22

## VOLUME OF TRAFFIC, ETC.

<b>Passenger traffic :</b>		
Number of passengers carried paying revenue, . . . . .		10,087,380
Number of passengers carried one mile, . . . . .		211,441,448
Number of passengers carried one mile per mile of road operated, . . . . .		536,721
Average length of journey per passenger, . . . . .		20.961 miles.
Average amount received from each passenger, . . . . .		36.554 cents.
Average amount received per passenger per mile carried, . .		1.744 "
Passenger earnings (gross) per mile of road operated, . .		\$11,211 04.000
Passenger earnings (gross) per passenger-train mile run, . .		1 32.806
<b>Freight traffic :</b>		
Number of tons of freight hauled earning revenue, . . . . .		4,847,148
Number of tons of freight hauled one mile, . . . . .		564,622,874
Number of tons of freight hauled one mile per mile of road operated, . . . . .		1,433,235
Average length of haul per ton, . . . . .		116.486 miles.
Average amount received for each ton of freight, . . . . .		90.622 cents.
Average amount received per ton per mile hauled, . . . . .		.778 "
Freight earnings (gross) per mile of road operated, . . . .		\$11,944 21.000
Freight earnings (gross) per freight-train mile run, . . . .		1 21.784
<b>Operating expenses :</b>		
Operating expenses per mile of road operated, . . . . .		15,052 49.000
Operating expenses per revenue-train mile run, . . . . .		82.482
<b>Train mileage :</b>		
Miles run by passenger trains, . . . . .		3,095,743
Miles run by freight trains, . . . . .		2,842,560
Total mileage of trains earning revenue, . . . . .		5,938,303
Miles run by switching trains, . . . . .		1,251,007
Miles run by construction and other trains, . . . . .		187,452
Total train mileage, . . . . .		7,376,762

## Fares and freights :

Average rate of fare per mile on single local tickets, . .	1.775 cents.
Average rate of fare per mile on commutation tickets, . .	1.085 "
Average rate of fare per mile on mileage tickets, . .	2.000 "
Average rate of fare per mile on season tickets, . .	.590 "
Average rate of fare per mile on joint tickets, . .	1.975 "
Average rate of freight per ton mile on local way-bill, .	1.294 "
Average rate of freight per ton mile on joint way-bill, .	.542 "

## Passengers to and from Boston :

Number of passengers (including season-ticket) to Boston,	3,053,986
Number of passengers (including season-ticket) from Boston,	3,106,973
Season-ticket passengers to and from Boston, . . .	689,000

## Employees :

Average number of persons employed, . . . . .	5,262
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## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	201.650	162.350
Length of branch line, . . . . .	103.900	86.570
TOTAL LENGTH OF LINE OWNED, . . . . .	305.550	248.920
Length of second track, . . . . .	217.650	177.350
Length of third track, . . . . .	16.830	16.830
Length of fourth track, . . . . .	16.810	16.810
Length of side track, etc., . . . . .	255.190	219.650
TOTAL LENGTH OF TRACK OWNED, . . . . .	812.030	679.560
RAILROAD OPERATED.		
Length of main line, . . . . .	201.650	162.350
Length of branch line, . . . . .	192.300	174.970
TOTAL LENGTH OF LINE OPERATED, . . . . .	393.950	337.320
Length of second track, . . . . .	217.650	177.350
Length of third track, . . . . .	16.830	16.830
Length of fourth track, . . . . .	16.810	16.810
Length of side track, etc., . . . . .	275.980	240.440
TOTAL LENGTH OF TRACK OPERATED, . . . . .	921.220	788.750

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Passenger, . . . . .	84	84	Lbs. 233,750	Lbs. 161,000
Freight, . . . . .	124	124	243,810	181,500
Switching, etc., . . . . .	39	39	174,000	137,550
TOTAL, . . . . .	247	247	-	-

## DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
<b>CARS — PASSENGER SERVICE.</b>				
Passenger cars,* . . . . .	241	241	241	Buhoup 6, Trojan 34, National 6, Miller 195.
Combination cars, . . . . .	46	46	46	Miller.
Dining cars, . . . . .	3	3	3	Gould 2, Miller 1.
Parlor cars, . . . . .	8	8	8	Buhoup 4, Miller 4.
Sleeping cars, . . . . .	3	3	3	Miller.
Baggage, express and mail cars, .	60	60	60	Buhoup 2, Trojan 30, Miller 21, National 7.
<b>TOTAL, . . . . .</b>	<b>361</b>	<b>361</b>	<b>361</b>	
<b>CARS — FREIGHT SERVICE.</b>				
Box cars, . . . . .	2,938	2,544	2,938	Trojan 2,528, Dowling 166, Thurmond 240, Gould 4.
Flat cars, . . . . .	743	417	743	Trojan 714, Dowling 1, Thurmond 27, Burns 1.
Stock cars, . . . . .	26	22	26	Trojan 14, Dowling 6, Thurmond 6.
Coal cars, . . . . .	1,608	1,038	1,608	Trojan 1,362, Dowling 14, Thurmond 29, Burns 3, Gould 200.
Other cars in freight service, . .	5	1	5	Trojan 5.
<b>TOTAL, . . . . .</b>	<b>5,320</b>	<b>4,022</b>	<b>5,320</b>	
<b>CARS — COMPANY'S SERVICE.</b>				
Officers' and pay cars, . . . . .	5	5	5	Trojan 1, Miller 3, National 1.
Gravel cars, . . . . .	159	30	65	Trojan 35, Empire 28, Gould 2.
Derrick cars, . . . . .	18	14	15	Trojan 15.
Caboose cars, . . . . .	79	3	74	Trojan 74.
Other cars in company's service, .	226	17	27	Trojan 27.
<b>TOTAL, . . . . .</b>	<b>487</b>	<b>69</b>	<b>186</b>	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 345

Number of 12-wheel cars in passenger service with brakes for *all* wheels, 21

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	233
Number of highway grade crossings protected by gates, . .	51
Number of highway grade crossings protected by flagmen, . .	21
Number of highway grade crossings protected by electric signals only, . . . . .	1
Number of highway grade crossings unprotected, . . . . .	160
Number of highway grade crossings finally abolished during the year, . . . . .	2
Number of highway grade crossings now in process of abolition, . . . . .	3
Number of highway grade crossings for abolition of which petition is pending, . . . . .	26
Number of highway bridges 18 feet (or more) above track, . .	61
Number of highway bridges less than 18 feet above track, . .	77
Height of lowest highway bridge above track, . . . . .	14 ft. 4 in.

\* Also 19.36 per cent of four buffet cars, Boston & Chicago line.

## RAILROAD CROSSINGS IN MASSACHUSETTS — Concluded.

*Crossings with Other Railroads.*

Crossings of company's railroad with other railroads at grade  
(17 in number), viz.:

Boston, Old Colony System, New York, New Haven & Hartford Railroad. South Framingham, Old Colony System, New York, New Haven & Hartford Railroad. Worcester, Worcester Division, New York, New Haven & Hartford Railroad. Worcester, Norwich & Worcester Division, New England Railroad. South Worcester, Norwich & Worcester Division, New England Railroad. South Worcester, Worcester Viaduct Company. Palmer, New London Northern Division, Central Vermont Railroad. Barret's Junction, New London Northern Division, Central Vermont Railroad. Springfield, New York, New Haven & Hartford Railroad and Boston & Maine Railroad. Westfield, New Haven & Northampton Branch, New York, New Haven & Hartford Railroad. Somerville, Fitchburg Railroad. Charlestown, Eastern Division, Boston & Maine Railroad. Charlestown, Mystic Branch, Boston & Maine Railroad. Charlestown, Main Line, Western Division, Boston & Maine Railroad. East Boston, East Boston Branch, Boston & Maine Railroad. Baldwinville, Fitchburg Railroad. Winchendon, Cheshire Railroad.

Number of above crossings at which interlocking signals are established, . . . . .

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## BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
61, Worcester, . . . .	Through truss, . . .	Floor beams strengthened.
70, Rochdale, . . . .	Deck truss, . . . .	Floor beams strengthened.
84, Warren, . . . . .	Through truss, . . .	Additional track stringers.
86, Warren, . . . . .	Pony truss, . . . . .	Floor beams strengthened.
92, West Brimfield, . . . .	Deck truss, . . . . .	Floor beams strengthened.
113, West Springfield, . . . .	Plate girder, . . . .	New girders placed under main track.
140, Middlefield, . . . . .	Through truss, . . .	Floor beams strengthened.
144, Middlefield, . . . . .	Pony truss, . . . . .	Additional track stringers.

Total length of pile and trestle bridging (in feet), . . . . . 3,620.98

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	3	1	10	1	13	1	13
Employees, .	-	55	14	106	14	161	16	184
Other persons,	-	2	24	43	24	45	28	50
TOTALS, .	-	60	39	159	39	219	45	247

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*July 1, 1898.* — Curtin, John, of Holyoke, Mass.: head bruised and part of left hand crushed. Tried to get on a moving freight train, at West Brookfield, and fell.

*July 2.* — Haskell, E. A., freight brakeman: scalp wound. Was sitting on top of car, and was struck by bridge No. 17, near Cottage Farm.

*July 2.* — Tobin, Thos. (eight years old): both legs cut off. Tried to get on a moving freight train at East Cambridge, and fell under the wheels.

*July 5.* — Jackson, Henry, of Newark, N. J.: fingers of right hand cut off. Claims he was walking along track at Cambridgeport, when he was taken faint and fell, his hand falling on rail, and cars ran over it.

*July 7.* — Stinson, W., yard brakeman: head cut. While switching in Boston yard he was riding on top of a furniture car, and his head came in contact with Washington Street bridge.

*July 8.* — Young, Edward: toes of right foot jammed by getting caught between draw-bars while stealing a ride on a freight train at East Brookfield.

*July 8.* — Frechette, N., freight brakeman: head cut. Sitting on head car of train, taking motions, and was struck by Boylston Street bridge, Boston.

*July 9.* — Field, H.: right leg crushed. Tried to get on a moving freight train at North Adams Junction, and fell under the wheels.

*July 11.* — Navis, John, brakeman: second finger, right hand, burst, by getting caught while coupling at Westborough gravel pit.

*July 12.* — Frazier, D.; Hall, Fred: Frazier, both arms cut off and cut and bruised about the head; Hall, right arm broken. Frazier jumped from train No. 209 before it had stopped at Newton Centre, lost his footing and fell between the cars; Hall was injured while trying to rescue Frazier.

*July 16.* — Callahan, Eugene, gravel train brakeman: back hurt. Brake wheel came off while he was applying brake at Westborough gravel pit.

*July 17.* — Lee, Steve J., employee Wagner Palace Car Company: face cut. Riding on switch engine in Boston yard, jumped off at Ferdinand Street and fell.

*July 18.* — Unknown man: killed. Walking on track, near Brookline Hills, and was struck by engine of train No. 94.

*July 21.* — Campbell, Martin: both legs cut off, arms and hip broken; died of injuries. Tried to get on a moving freight train at Brookfield, slipped and fell under the wheels.

*July 21.* — Wilson, Thomas: small scalp wound; back and hip injured. Tried to get on a moving freight train near Webster Junction, and fell, some part of the train striking him.

*July 22.* — Dentson, Andrew (colored), of Charleston, S.C.: side bruised. Attempted to get on a moving freight train at Westfield, and was struck by a switch stand.

*July 22.* — Frost, W. R., freight brakeman: mouth and jaw cut. While train was passing Massachusetts Avenue, Cambridgeport, Frost was struck by guy line over track.

*July 22.* — Sprague, John: head cut. Walking on track, near Charlton; stepped out of the way of train No. 83, and was struck by engine of train No. 110.

*July 22.* — Archibald, L. E., freight brakeman: bruised and shaken up. He was on one of two cars that were derailed and tipped over opposite tower No. 6, Boston, and either jumped or fell off.



*July 28.* — Morey, Mrs. A. J., of South Framingham: claimed left arm and shoulder hurt. Fell on floor of car of train No. 73 as train was stopping at Allston station; there was no apparent cause for her falling.

*July 30.* — McMahon, Richard, freight brakeman: was standing on end of dump car No. 034, at Westborough dump; slack ran up quickly, he lost his balance and his foot went between the platform and end of dump No. 0181, injuring the muscular tissues of the foot.

*July 31.* — Holt, A. E., freight conductor: cut over eye, nose broken and chin bruised. When train stopped for water at West Brookfield it parted on account of defective draw-bar, and Holt was thrown against end of caboose.

*August 1.* — Flarity, John, of Hadley, Mass.: arm and leg broken. Walking on track, about three miles east of Palmer; in trying to get out of the way of train No. 84, he was struck by engine of train No. 331.

*August 1.* — Wilson, I. E., conductor: steps were knocked off from cars of train No. 11 by an ox which lay between the tracks near West Warren; in going out to see what the trouble was, Wilson fell from platform of car to the ground, hurting his knee.

*August 4.* — Gilman, J. W., freight brakeman: knee bruised. Engine was backing up, after leaving cars on transfer track at Palmer; Gilman was on front end, and fell off, striking his knee on a tie.

*August 5.* — Mabey, Geo., yard brakeman: scalp wound. Riding on top of car, as train was going from upper yard to Back Bay, Boston, his head came in contact with bridge No. 11.

*August 8.* — Bullis, S., gravel-train brakeman: forefinger, left hand, jammed. Coupling engine to flat car which had plough on it, at West Springfield yard; plough slipped and caught his finger.

*August 11.* — Wornham, H., freight brakeman: badly bruised. Says his lamp went out, and he fell between tender and head car, at West Springfield yard.

*August 11.* — Demars, P., freight brakeman: head hurt. Sitting on top of car, as train was pulling out of Boston yard, and his head came in contact with Washington street bridge.

*August 16.* — Deno, Joe, freight brakeman: hip bruised and leg cut. Trying to get on moving engine in Worcester yard; struck switch and was knocked off step.

*August 18.* — Dacey, Mary, car cleaner: arm hurt. Was at work in car at Back Bay, Boston, when engine coupled on to train, and claims she was thrown down.

*August 21.* — Kittredge, James B., of Westfield, Mass.: foot injured. Jumped from train No. 18 as it was passing Westfield station, and his foot was struck by wheel of car.

*August 22.* — Porier, Hermas, freight brakeman: leg bruised. Sitting on top of caboose, at Palmer, when air hose burst, and sudden stop threw him against edge of caboose.

*August 22.* — Smith, W. A., freight brakeman: two fingers bruised. Caught between pin and coupler while pulling pin at East Brookfield.

*August 22.* — Bennitt, J., yard brakeman: scalp wound. Sitting on top of car, as train was pulling out of No. 4 house, Boston, and his head came in contact with door frame.

*August 25.* — Bateman, G. H., freight conductor: ankle sprained. Thrown to the ground by caboose becoming derailed while making a running switch in Worcester yard.

*August 26.* — Childs, Myron W., passenger brakeman: killed. Head crushed; fatally injured. He was between cars of train No. 64, in Boston station, uncoupling hose preparatory to switching train; switch engine coupled onto rear of train, and Childs' head was caught between headers of cars.

*August 26.* — Nourse, Guy, passenger: wrist injured. Was standing on platform of car, with his hand between spokes of brake wheel. Train slowed up at South Framingham, and wheel went round, taking his hand with it.

*August 27.* — Boyle, James, teamster: left knee injured. He was on a car, unloading iron pipe at East Cambridge, and claims that when engine coupled on and moved car, a piece of pipe rolled against his leg.

*August 28.* — Moyer, G., freight brakeman: chest and right knee hurt. Air hose burst, near South Worcester, and Moyer was thrown against stove in caboose.

*August 28.* — Dinsdale, Walter, of Worcester, Mass.: killed. Body was found on track between Warren and West Warren, at 6.30 A.M., by crew of freight train.

*August 29.* — Kinniburgh, Mrs. Matthew, of Pawtucket, R. I.: shoulder dislocated. Stepped from train No. 110 before it had stopped, at Worcester, and fell on station platform.

*August 30.* — Reagan, Jerry, of Fall River, Mass.: arm cut off and bad cut over right eye. He was found lying beside track near Brookfield at 10.47 P.M., by crew of freight train No. 99. He died in about two hours.

*September 1.* — Trainor, Daniel, trespasser: killed. Was trying to get on freight train No. 641, in West Springfield yard, and was struck by train No. 312.

*September 1.* — Smith, Edw. (seven years old): left leg crushed and right foot injured about the instep. This boy was hanging on side of a car in a moving freight train, at East Boston. Another boy told him to get off, and in doing so he fell under the wheels.

*September 2.* — Lenox, Wm. (ten years old): light engine was backing down to get on other end of train, eighty rods west of Massachusetts Avenue, Cambridge, when this boy attempted to cross track, and was run over and fatally injured.

*September 2.* — Demars, P., freight brakeman: arm and chest bruised. Setting brake on New York Central furniture car, when he was struck by Broadway bridge, Boston.

*September 2.* — Marble, — (child): while leaving train No. 110 at Worcester the child slipped on the steps, injuring her back.

*September 2.* — Pierdu, J., laborer (sues under name John Perodick): slight cut on head, right arm cut, and badly bruised and fractured. After coaling engine, he was riding down to gravel pit, at Millbury Junction, and when engine came against cars standing there Pierdu was thrown off.

*September 2.* — Williams, John, of Chicago, Ill.: back hurt, head and left foot cut. Walking on railroad east of Cottage Farm station, and was struck by train No. 85.

*September 5.* — Maloney, M. J., yard brakeman: hand sprained. Caught behind lever of a Wagner car, while uncoupling in Boston yard.

*September 6.* — Shea, C, yard conductor: big toe, left foot, bruised. Coupling cars in Springfield freight yard; undertook to push draw-bar over with his foot, and got caught.

*September 7.* — Closson, O., yard brakeman: bruised. Tried to get on train

while it was in motion, in Huntington Avenue yard, Boston, and fell, striking on rail of next track.

*September 7.* — Courtney, J., freight brakeman: face and head cut. Standing on top of car, and was struck by overhead foot bridge at Newtonville and thrown from train.

*September 7.* — Dupont, A. J., freight conductor: ankle sprained. Walking over gravel train, near Charlton, and stepped in a hole in floor of gravel car; hole was covered with dirt.

*September 10.* — Maybee, Geo., freight brakeman: bleeding from nose and left ear. Was looking over side of train, in Worcester yard, and fell from top of car to the ground.

*September 12.* — Taylor, Walter, fireman: slight fracture of skull. In trying to raise the lever high enough to close the valve after taking water, at Boston engine house, he fell from top of tank to the ground.

*September 12.* — Beirne, Patrick, trespasser: skull fractured. Apparently struck by a bridge. He was found on top of a car in freight train No. 99 when train was between Millbury Junction and Worcester; he was under the influence of liquor.

*September 21.* — Fish, J. S., freight brakeman: head bruised, and complained of pain in back. Going down end ladder of car, at East Brookfield, lost his hold and fell to the ground; train was not in motion at the time.

*September 28.* — Lane, Horace, of Holyoke, Mass.: right leg broken above the knee by falling from a car to the ground at Hinsdale.

*September 30.* — Daly, P., freight brakeman: arm bruised. While throwing switch in Cottage Farm new yard, his arm was caught between switch lever and caboose steps.

*October 1.* — Burt, E. R., freight conductor: bone in left foot broken. Fell from car to tender of engine, while switching at Renfrew.

*October 3.* — Kinsey, W. F., freight brakeman: little finger of left hand jammed by getting caught while coupling cars at Cottage Farm.

*October 3.* — Coakley, C., yard brakeman: right foot crushed. Caught his toe under signal wire while uncoupling cars in Boston yard.

*October 5.* — Unknown man: injured about the hips. Walking on track, on Springfield grade, and was struck by bunter beam of engine of train No. 109.

*October 5.* — King, H., yard conductor: in starting to pull out of Back Bay yard, Boston, train parted between engine and head car, and King fell from top of car to the ground.

*October 7.* — Fitzpatrick, Wm., of Spencer, Mass.: scalp wound, back sprained and tongue bitten. Got on train No. 331 at Charlton; jumped off at freight house, and fell.

*October 7.* — Turner, Laurence: killed. Tried to get on a moving freight train, about a mile east of Dalton, fell and was run over.

*October 7.* — Delaney, W. H., freight brakeman: getting off with flag while train was in motion, at Westborough, and was thrown so that he struck a signal post, bruising his side.

*October 12.* — Turner, C. A., engineer: struck in stomach by piece of casting. Engine No. 84, while switching cabooses in Worcester yard, backed up against engine No. 54, breaking lip of Trojan coupler on No. 84, and the broken piece flew and struck Turner, who was passing on his way to engine house.

*October 15.* — Brown, H. C., freight brakeman: little finger smashed by getting caught while coupling cars in West Springfield yard.

*October 17.* — Whalen, M., freight brakeman: wrist bruised. While making a coupling, at Chester, he struck link with pin, and it flew up and struck his wrist.

*October 19.* — Watson, E., freight brakeman: left hand bruised by getting it caught between switch lever and caboose step while throwing switch in Worcester yard.

*October 20.* — Williams, A., yard conductor: ribs and shoulder injured. While getting off a tank car, in East Boston yard, stake broke and he fell to the ground, striking his ribs on end of a sleeper and his shoulder on rail.

*October 21.* — Levoie, P., freight brakeman: arm bruised. Riding on engine, between Brookfield and Warren, had his arm out of window, and when another train passed, something struck him.

*October 21.* — Tompkins, W., yard brakeman: bruised about hip. Claims that, while applying brake on a flat car, in Springfield freight yard, the brake flew off, and he fell to the ground.

*October 21.* — Ham, R., passenger brakeman: bruised. While assisting baggage master of train No. 42, at Pittsfield, he was taking a bicycle into car, when train started; bicycle caught on stake of baggage truck, and Ham was pulled or fell out of car.

*October 22.* — Kelley, Patrick, and Henderson, A., of Newton Upper Falls: killed. Walking on track, near Newton Highlands; stepped out of the way of train No. 90 and were struck by train No. 201.

*October 22.* — Kennedy, Daniel (boy): head cut. Jumping from freight train on Springfield grade, fell and struck his head against a signal post.

*October 23.* — Hunt, Geo. F., of Holyoke, Mass.: killed. Body found lying between tracks near seventy-fourth mile-post by crew of freight train.

*October 23.* — Snell, F., yard brakeman: forehead slightly cut and head bruised. Getting up on train, in Boston yard, his head came in contact with girders of bridge No. 12.

*October 25.* — King, M., freight brakeman: killed. Got off his train, which was standing on track No. 2 in Cottage Farm yard, stepped onto track No. 1 directly in front of train No. 603, and was struck.

*October 27.* — Conlan, Daniel, of Roxbury: right hip bruised. While backing train No. 131 through track No. 16, in Boston yard, the car steps struck Conlan, and he fell in a hole that had been dug between bridges 6 and 7.

*October 27.* — Sheldon, W., freight brakeman: right shoulder sprained and neck wrenched. While applying brake, at Middlefield, he says something slipped, giving him a severe shock (probably caused by brake chain not winding even on staff).

*October 28.* — Hennessey, M. M., freight brakeman: scalp wound, and back, arm and wrist hurt. Thrown from train to the ground by cars coming together while switching at Cottage Farm.

*October 29.* — Judd, Thos., of Ashland, Mass.: bruised and shaken up. Was walking on track, at Ashland, and was struck by a car that was being switched out of a freight train.

*October 29.* — Williston, W. V., fireman: complains of pain in left side. Air brake on engine of train No. 461 failed to work on approaching Barre Plains station, and it collided with engine of freight train, and Williston was thrown about in cab.

*October 31.* — Allen, Fred (sixteen): head and leg bruised. Driving milk



team over Gardner's crossing, South Worcester, when it was struck by engine No. 131, and Allen was thrown out of wagon.

*November 1.* — Peck, Charles, yard brakeman: left hand bruised by getting it caught between lever and corner of car while coupling at East Boston.

*November 1.* — Delany, J., freight brakeman: head cut. Struck by over-head bridge at Newtonville.

*November 2.* — Murphy, J., freight brakeman: hand pinched by getting caught while coupling cars at Huntington Avenue yard, Boston.

*November 4.* — McGuire, Jas., freight brakeman: flesh on right arm pinched by getting caught between dead-woods while reaching over them to make coupling, at Pittsfield.

*November 4.* — Mack, C., freight conductor: side hurt. Train made quick stop about a mile west of Russell, on account of train ahead, and the sudden application of air brake threw Mack against desk in caboose.

*November 6.* — Fish, A. L., freight brakeman; finger pinched by getting caught while coupling cars at West Springfield yard.

*November 6.* — Clark, G., freight brakeman: lip cut and face bruised. Was on top of train and was struck by first bridge east of Brookline.

*November 9.* — LeClair, A. J., yard brakeman: right hand lacerated on palm and split between fingers by getting caught between engine casting and buffer of baggage car while coupling at Allston.

*November 9.* — Harrop, James, of Worcester, Mass.: killed. When train No. 7 was a short distance west of Grand Street crossing, South Worcester, this man stepped from ditch onto track, facing train, and apparently lay down, the train passing over him; evidently a case of suicide.

*November 9.* — Worden, H. M., freight conductor: left arm bruised. Thrown against desk in caboose by sudden application of air brake, caused by engine separating from train; accident happened between West Springfield yard and Mittineague.

*November 9.* — Coleman, I., freight brakeman: left leg bruised; Layden, W., freight brakeman: right leg bruised. These men were thrown down on top of car by sudden application of air brake, caused by engine breaking away from train between West Springfield yard and Mittineague.

*November 10.* — Buckley, J. J., freight brakeman: arm and shoulder bruised. Grab-iron on side of R. W. & O. car No. 5958 pulled out in Pittsfield yard, and Buckley fell to the ground, striking on a rail.

*November 10.* — Lapham, Geo., yard conductor: four fingers of left hand bruised by getting caught by lever while uncoupling in Boston yard.

*November 10.* — Haggerty, J. F., freight brakeman: skull fractured and one leg cut off; died of injuries. Supposed to have been struck and knocked off train by Beacon Street bridge, near Brookline Junction.

*November 12.* — Sinnot, freight brakeman: cut in forehead. While train was pulling out of Milford freight house he was between cars; put his head out and was struck by door frame.

*November 12.* — Harvey, — (boy): run over by freight train between Saratoga and Curtis streets, East Boston. Died the following morning.

*November 14.* — Tripp, Allen, foreman Boston Bridge Company: right foot cut off, head and hand cut and back hurt; died of injuries. Walking on track, about one mile west of Warren, and was struck by train No. 12.

*November 15.* — Goldie, David, of East Longmeadow, Mass.: fatally injured. This man was found lying between tracks Nos. 1 and 2, near Hyde's box shop, Brookfield.



*November 22.* — Davidson, W. J. : head cut, left leg and arm injured. This man was found lying between tracks, one-half mile west of Webster Junction, by crew of freight train.

*November 23.* — Ayres, F. C., passenger; Armstrong, W. H., passenger: slightly cut by broken glass. Windows broken in car on train No. 4 as it was passing a freight train between Lake Crossing and Wellesley; lever on a freight car got down.

*November 24.* — Clark, C. E., freight brakeman: head cut. Struck by bridge No. 111, Springfield.

*November 26.* — Hennessey, A., freight brakeman: face cut and head bruised. Struck by bridge No. 64, Worcester, and thrown down on top of car.

*November 26.* — Noonan, P., freight brakeman: head bruised. Standing on top of train, and was struck by arm of bridge guard at first bridge east of Middlefield.

*November 28.* — Fogarty, Michael, laborer; McCarthy, Michael, laborer: hurt about the head; not seriously. These men were on scraper car No. 16; did not raise lever quick enough, and scraper struck guard rail at Trap Rock switch, causing lever to fly up and strike them.

*November 28.* — Emery, A. J., fireman: arm hurt. Engine No. 224 collided with rear end of train No. 1, near Natick, and Emery was thrown against something in cab.

*November 29.* — Unknown man: both arms cut off, jaw fractured and body badly bruised; died of injuries. Tried to get on a freight train as it was passing over Grafton Street crossing, Worcester, and fell under the cars.

*November 30.* — Donovan, James, yard brakeman: shaken up and bruised. Failed to hold a car he was riding on south turn-out at South Framingham, and when it struck other cars he was thrown down on top of car.

*December 2.* — McDonald, J., freight brakeman: left hand injured by getting caught between link and pin, while coupling, at Palmer.

*December 2.* — Potter, J. E., freight brakeman: right leg strained. One of the cars in train was derailed at East Brookfield, and Potter jumped from train to the ground.

*December 5.* — Hill, N. R., of Sherborn, Mass.: cut on head and side bruised. Walking on sidewalk at Waverly Street crossing, South Framingham, and was struck by engine of train No. 257; he appeared to be intoxicated.

*December 7.* — Shufelt, C. A., freight brakeman: right side hurt. Train separated, on account of broken pin, at Springfield; Shufelt was coupling the two sections when draw-bars pushed by, and he was squeezed between cars.

*December 9.* — McDonald, C., freight brakeman: hand and arm sprained. Thrown from top of car to the ground by being struck by signal post while train was backing from main track into Cottage Farm yard.

*December 13.* — Philigian, Harry: arm and leg bruised. Gates at Washington Street crossing, Worcester, were down for train No. 54 to pass; this man was on the sidewalk, and attempted to cross ahead of train, was struck by engine and thrown down.

*December 14.* — Van Buren, E. J., freight brakeman: back of head cut. Raised his head as train was passing under bridge 34-E, Natick, and was struck.

*December 15.* — Roakes, James, freight brakeman: third and fourth fingers of right hand jammed by getting caught between pin and dead-wood while coupling cars at South Spencer.

*December 16.* — Laskey, R., yard brakeman; White, F., yard brakeman: Laskey attempted to get on a tank car at Beacon siding, East Boston; hand rail gave way, and he fell, striking his back on end of sleeper and his shoulder on rail. White stepped onto same car to get off, and, not knowing hand rail was broken, fell to the ground, hurting his hip.

*December 16.* — Monohan, C., freight brakeman: forehead cut. Getting on caboose while train was in motion, in Worcester yard, caboose lurched, and he was thrown against brake wheel.

*December 17.* — DeLiskey, Frank, yard brakeman: face bruised and arm injured. Knocked off top of car by sign over track at Cunard wharf, East Boston.

*December 17.* — Frazer, yard brakeman: toes hurt. Standing at switch to get on engine, in new yard, East Boston; when the engine passed over end of switch rail, the rail tipped up so that switch rod struck Frazer's foot.

*December 20.* — Loring, Geo., yard brakeman: right hand and arm crushed. While switching at East Boston he slipped and fell between two cars and was run over.

*December 20.* — Daley, Wm., yard brakeman: left wrist sprained. Claims he fell from top of a car while switching at East Boston.

*December 21.* — Bossard, L., freight brakeman: right ankle sprained. Train separated near Washington and ran together again, and Bossard was thrown over on top of car.

*December 21.* — Daniels, F., freight brakeman: left wrist sprained. Train separated near Washington, then ran together, and Daniels was thrown over on top of car.

*December 21.* — Ericsson, Chas., freight brakeman: skull fractured; died of injuries. Was setting brake on rear car as train was going into Somerville, and fell to the ground, striking on his head and back.

*December 25.* — Howard, E., yard brakeman: face cut and injured internally. Walking over car to set brake while switching in Boston yard, he slipped and fell to the ground.

*December 29.* — Tucker, G. E., engineer; Kinsey, W. F., freight brakeman: Tucker received flesh wound of forehead by striking against cab; Kinsey had both legs cut off; died of injuries. Through some misunderstanding, some cars that were to be thrown in on side track at Cottage Farm were let down on main track, striking rear of train. Kinsey was between rear car and caboose, coupling air hose, when they struck, and was knocked down and run over.

*December 30.* — Faulkner, J. C., agent: killed. Train No. 474 was switching at Indian Orchard Village; Mr. Faulkner set switch on turnout, locked it, and walked down track, presumably to put on track block; was struck by cars and run over.

*December 31.* — Fitzpatrick, James, employee of C. Brigham Company: crossing tracks about 200 feet west of Charlton station, and was struck by engine of train No. 54, receiving injuries from which he died.

*Jan. 1, 1899.* — McDonald, A., yard brakeman: killed. While switching in Back Bay yard, Boston, he was trying to get pin out of draw-bar when cars came together; draw-bars slipped by each other, and he was caught between the cars.

*January 4.* — Dagget, Chas., yard brakeman: left side and leg bruised. While switching in "new yard," East Boston, he was riding on side of car holding up coupling lever, when he was struck by switch stand and knocked off.

*January 6.* — King, F., brakeman: neck and back hurt. Knocked off from train by Washington Avenue bridge, Chelsea.

*January 7.* — Layden, W. H., freight brakeman: back hurt. He was on one of two cars "pusher" engine was putting on train, at North Adams Junction, and they struck with such force that he was thrown down on car.

*January 8.* — Sargent, A., fireman: wrist and hand cut. After placing some cars on side track at Athol Junction, engine went over switch to return to train; switchman failed to throw the switch, and engine came back against cars just left, striking with such force as to throw Sargent over in cab, and his hand went through window.

*January 8.* — Mason, J., station baggage master: ribs fractured. Crossing tracks to flag train No. 36, at Warren, was struck by freight engine No. 96 and knocked down.

*January 11.* — Westfall, J. H., of Allston, Mass.: severe shaking up, and left leg badly swollen. Tried to get on train No. 125 after it had started, at Allston, caught hold of hand rail and was dragged a considerable distance.

*January 12.* — Truden, Louis, freight brakeman: left arm cut off; died next day. Engine was backing onto train at Pittsfield; Truden stepped behind engine to open knuckle, slipped and fell, and truck of tender passed over his arm.

*January 13.* — Bowler, T., freight brakeman: hip bruised. While jumping off train to throw switch, at Rochdale, his foot slipped, he swung around, striking housing box of caboose, then lost his hold and fell to the ground.

*January 20.* — Monahan, Chas., freight conductor: left foot crushed and shoulder hurt. Engine No. 257 was backing through Palmer yard; Monahan stepped in behind engine, was struck, thrown down and foot run over.

*January 23.* — Nichols, E., freight brakeman: slight scalp wound. Going up side of car, at West Springfield yard, and was struck by water spout.

*January 23.* — Smith, C. C., freight brakeman: conductor was pulling pin; Smith ran to get over on head end; engine started, cars separated, and Smith fell between them to the ground, receiving a general shaking up, and spraining his ankle. Accident happened in Worcester yard.

*January 24.* — Muldoon, Thos., freight brakeman: back and face hurt. Walking over train, near Warren, and was struck by bridge No. 83 and thrown down on top of car.

*January 24.* — Kirby, James, yard brakeman: passing over car at West Springfield yard, when a piece broke off running-board, and he sprained his ankle.

*January 26.* — Daggett, Chas., yard brakeman: right leg crushed and fracture of left leg. Fell from train while switching at East Boston and was run over.

*January 29.* — Clinton, F. J., yard brakeman: hip and bowels bruised. Getting off side of car at White, Pevey & Dexter's slaughter house, Worcester, and was caught between car and platform.

*January 30.* Clark, W. A., yard brakeman: shoulder dislocated. Attempted to get on front end of switching engine No. 10, at East Boston, slipped on foot-board and was dragged about ten feet.

*January 30.* — Leonard, J. C., yard brakeman: right arm and shoulder sprained. While engine No. 24 was putting cars of train No. 45 into Boston depot, Leonard stepped to side of Wagner buffet car No. 413 to take motions; steps gave way, and he fell to the ground.

*February 3.* — Sullivan, M., yard brakeman: leg bruised. Sitting on rear car of train that was being moved from new to old yard, East Boston, and

his leg was caught by corner of a car that had been pushed over head block of Boston & Maine delivery track, and cleared Boston & Albany only about three inches.

*February 4.* — McCaffery, Patrick: toes of right foot crushed. He tried to get on switching engine No. 35 at Baldwin Street bridge, between West Springfield yard and Mittineague, and in some way his foot went under tender wheel; he was under the influence of liquor.

*February 5.* — Murphy, John, yard brakeman: complains of soreness in neck and chest. Riding on side of C. C. C. & St. L. car No. 299, struck butt or hinge end of gate at Kneeland Street crossing, Boston, and was rolled between car and gate.

*February 9.* — Miles, G. D., freight brakeman: left leg bruised. Attempted to get from side ladder of car to caboose, and fell; accident happened at Westfield.

*February 10.* — Malbeauf, T., freight brakeman: hand split between first and second fingers by getting caught while uncoupling cars at Westborough.

*February 11.* — Murray, Martin, laborer: killed. Working on track near Boston engine house, and engine No. 229, backing out, ran over him.

*February 11.* — Smith, Dayton V., freight brakeman: foot jammed, no bones broken. While making a run of caboose in West Springfield yard, it ran up against New York Central car No. 52772. Smith put out his foot to close knuckle, and it was caught between draw-bars.

*February 12.* — Blake, W. T., passenger conductor: slight cut on neck. Train No. 78 collided with freight train at Westborough, and Blake was thrown against catch on baggage car door.

*February 20.* — Hagerty, C., freight brakeman: two fingers badly jammed by getting caught while coupling cars in West Springfield yard.

*February 21.* — Goldsmith, J., freight brakeman: index finger of right hand jammed by getting caught between link and draw-bar while coupling engine to car in Worcester yard.

*February 21.* — Bateman, G. H., freight conductor: finger bruised so it had to be amputated. Caught between draft timber and Trojan handle while coupling cars in Beacon Park yard.

*February 22.* — O'Connell, Mrs. H. M., of Chelsea, Mass.: forehead and left cheek slightly cut by glass from window in car No. 987, train No. 44, which was broken by snowball thrown against it while train was passing tower No. 9, Cottage Farm.

*February 22.* — Fort, Antonio: hip and calf of right leg bruised. While cars of train No. 97 were being backed up track No. 16, Boston yard, he stepped too near track, and was struck by steps of rear car.

*March 1.* — McCarthy, James, freight brakeman: hand bruised by getting caught while coupling cars in West Springfield yard.

*March 1.* — Peck, Eugene, freight conductor: back, knee and right eye bruised; Moore, S., freight brakeman: nose broken and legs bruised; Lewis, J. E., freight brakeman: face cut, legs bruised, and probably injured internally; Frechette, N., freight brakeman: face and right knee cut and shoulder bruised. Caboose and two cars of freight train No. 624 broke off between Metcalfs and Holliston; the head end stopped at Holliston and the rear end ran into it.

*March 3.* — Sullivan, C., freight brakeman: left shoulder and hip bruised. Riding on side of car coming out of turnout at East Brookfield, and was struck by switch target and knocked off.



*March 6.* — King, Frank, yard brakeman: lost two fingers of right hand by getting caught between draw-bars while coupling cars at East Boston.

*March 7.* — Duplisea, S. A., yard brakeman: thumb and three fingers of right hand crushed so they had to be amputated; wrist jammed and broken. Caught between draw-bars while coupling cars at South Framingham.

*March 9.* — Fitzgerald, M., yard brakeman: left leg bruised. Coupling engine to car in Boston yard, draw-bars shoved by, car left track, and Fitzgerald's leg was caught between engine and car.

*March 13.* — Robb, Wm., freight conductor: right hip hurt slightly. Was in caboose No. 45 in Worcester yard when a car struck it, and he was thrown against stove.

*March 13.* — Munson, H. R., yard conductor: right leg bruised above knee. Munson was between cars, cutting off; he held up pin in knuckle, and when head end of train was stopped by engine the knuckle flew out; accident happened in Worcester yard.

*March 14.* — Higgins, Joseph (twelve years old): right arm run over. Found on track at Saratoga Street crossing, East Boston, after freight train had passed; said to have been jumping on train and fell under the wheels.

*March 14.* — Langeway, Theo., yard brakeman: ankle sprained. Stepped between engine and cars just as they coupled, in Worcester yard; slack of cars moved engine, and his foot was caught under foot-board.

*March 15.* — Beals, Wm., freight brakeman: forehead bruised, and small cuts on nose and cheek. While switching in North Adams Junction yard he was on a high car and was struck by overhead bridge.

*March 16.* — Riley, W. C., freight brakeman: ankle sprained. While drawing a pail of water from an engine on track No. 6 in West Springfield yard, was struck by engine backing down on track No. 8.

*March 18.* — Sauliner, John, employee of Windsor Company: back hurt. He was helping unload a car in North Adams yard when three cars were kicked against it, and he was thrown back on a carboy of acid.

*March 20.* — Lucas, E., yard brakeman: hip bruised and wrist sprained. In getting off car at Springfield yard he slipped on some ice, and his foot struck the grab-iron, throwing him off the car backwards.

*March 21.* — Yager, H., fireman: leg bruised. Taking water at North Adams Junction; engine started ahead, and Yager got his leg caught between man-hole on tender and water spout.

*March 22.* — Walsh, M. F., freight brakeman: head bruised. Getting off engine while it was in motion in Worcester yard, and struck his head against a car standing on next track.

*March 25.* — Sinnott, R., freight brakeman: back injured. Fell from car on account of grab-iron giving way in Natick yard.

*March 27.* — Miles, G., freight brakeman: killed. Fell from caboose No. 77, about half a mile east of North Adams Junction, and body found at Hinsdale station, where it had been dragged by an east-bound freight train. He had been on engine No. 105, which was backing from Hinsdale to Junction, and when last seen was passing from engine to caboose.

*March 27.* — Cowee, W. P., freight house man: thumb bruised and cut. A large pump had been loaded in car at Warren freight house; Cowee was in the act of removing roll from under pump, when a car was switched against the one he was in, causing the pump to move forward, and roll passed over his thumb.



*March 27.* — Bennett, O. L., freight brakeman: index finger of right hand crushed so it had to be amputated. Was uncoupling engine from car, in West Springfield yard, when draw-bar shoved under, and Bennett's finger was caught between pin and dead-wood of car.

*March 28.* — Gallagher, J., yard brakeman: hand badly bruised; little finger broken. Hand caught while coupling cars in upper yard, Boston.

*March 29.* — Morris, Wm., freight brakeman: first two fingers of left hand bruised and elbow peeled. Two cars had been separated, and "go ahead" motion given; head brakeman mistook it for "back signal," and came back; Morris was opening knuckles, and his fingers were caught between them; his elbow was struck by end of car; accident happened in Huntington Avenue yard, Boston.

*March 30.* — Walsh, B. M., freight brakeman: leg bruised. Claims he fell from a box car into a coal car when they came together while switching in West Springfield yard.

*March 31.* — Snell, F. L., freight brakeman: fracture of spine and contusion of inner surface of right thigh just above knee. Was found sitting across rail in Milford yard with a car pressing so hard against his back that it crowded his head over onto his knees; supposed to have fallen from car.

*March 31.* — Warren, J. F., passenger, train No. 2: claims rib fractured. Says that as train was coming into Westfield station he arose to put on his overcoat, and when train stopped he fell over on arm of seat.

*April 1.* — Smatt, Havid (a Turk, about seventeen years old): concussion of brain; cut about body and legs. Was picking up coal from the ground in Worcester yard, and stepped in front of switching engine No. 23.

*April 2.* — Tibbals, Mrs. C. B., passenger on train No. 137: arm hurt. Was standing in aisle of car when train was coming into South Framingham station, and claims that train stopped so suddenly that she was thrown down.

*April 4.* — Collins, John J., freight brakeman: killed. Was uncoupling cars at North Adams Junction, and is supposed to have slipped and fallen, four cars passing over him.

*April 7.* — Herren, Robert W., employee Cochrane Chemical Works: killed. He stood near Boston & Albany single track at Chemical Company's private crossing at Everett, waiting for Boston & Maine train to pass; Boston & Albany engine whistled, but he stepped on track and was struck.

*April 10.* — Williams, T. G., freight brakeman: hand cut and bruised. Coupling cars at Westborough; link caught on draw-bar, and Williams struck it with pin; when cars came together, the pin flew out and struck his hand.

*April 13.* — Anthony, Chas., of Philadelphia, Pa.: right side bruised. Was riding on side of a car in freight train, at North Adams Junction, was struck by signal pole and knocked off.

*April 13.* — Barnard, Frank M., engineer: shoulder out of joint. Driving wheel came off of engine No. 243, train No. 1, near Jamesville. Jolting of engine caused the injury.

*April 14.* — Clark, J. E., yard brakeman: squeezed through chest. Caught between two cars he was chaining together in West Springfield yard.

*April 16.* — Rourke, T. J., freight brakeman: thigh bruised. While going down side ladder of car, at Chester, was struck by water column and fell from car to platform of caboose.

*April 21.* — Farrell, J., freight brakeman: left foot bruised. When train was pulling out of Worcester yard, air hose burst, setting brake so suddenly that Farrell was thrown against piece of iron on car.

*April 22.* — Boyle, John L., trespasser: cut in back of head. Got on a freight train at Jamesville, and in getting off about a mile west of there he fell and was injured as above.

*April 27.* — Merrill, C., yard brakeman: right hand bruised by getting caught while coupling cars at Huntington Avenue yard, Boston.

*April 28.* — Scudder, Bessie L.: jumped from window of toilet room in drawing room car of train No. 84, about a quarter of a mile west of Rochdale, and was found lying beside track, unconscious.

*April 30.* — Sullivan, Andrew, trespasser: shaken up and head cut slightly. Attempted to get on caboose of a moving freight train at Boston & Lowell Junction (Grand Junction branch), lost his hold and fell between the tracks.

*May 1.* — O'Connell, Jeff: head cut. Attempted to cross track at Curtis Street crossing, East Boston, ahead of train No. 649, was struck by engine and thrown to the ground.

*May 2.* — Priest, John, of Brookline: killed. Was walking on track at Brookline, attempted to cross and was struck by train No. 293

*May 3.* — Smith, J., yard brakeman: face bruised and head cut. Struck by Shawmut Avenue bridge, Boston, and thrown from car.

*May 4.* — Connell, D., freight conductor: left side bruised. When train was about half a mile west of Palmer, the engine separated from train on account of a knuckle opening, and Connell was thrown against desk in caboose.

*May 6.* — Wells, Albert, of Worcester, Mass.: slight cuts on face and head. Attempted to get on train No. 11, at Grafton Street crossing, Worcester, and was thrown down.

*May 8.* — Sexton, J. W., freight brakeman: shoulder broken and left arm badly crushed; left leg crushed from foot nearly to hip; died of injuries. Was on side ladder of car, intending to get off to flag crossing at west "Y," South Framingham; was struck by "R" post between track No. 2 and turnout and thrown off, falling under the train.

*May 9.* — Frost, W., yard brakeman: back bruised. While switching at East Boston, Frost was standing on brake beam of a car, holding coupling lever, in the act of cutting off a car; engineer shut off steam, then started ahead again, and car struck Frost's back.

*May 11.* — Binstock, Morris, of Holliston, Mass.: badly shaken up. Attempted to drive over Hayward Street crossing, Milford, ahead of train No. 253. Engine struck rear wheel of wagon, and Binstock was thrown out.

*May 11.* — Martell, Mrs., of West Newton: knees bruised. Stepped from train No. 196 just after it had started, at West Newton, and fell.

*May 11.* — Sayles, J. M. (in charge of horses): finger cut. In switching out car at Worcester, engine struck car with considerable force, and Sayles and one of his horses were thrown down in car.

*May 12.* — Whalen, Eddie, of Mittineague, Mass.: bad scalp wound; died of injuries. This boy, with several others, jumped from a freight train about a mile and a half west of Mittineague; Whalen was struck by train No. 10.

*May 12.* — McMann, W. R., yard brakeman: was getting up on a flat car, in West Springfield yard, struck by a switch light and fell, turning his ankle.

*May 13.* — Brown, R. J., train baggage master: broken knuckle, first finger of right hand. Was throwing switch at west end of "Y" at South Framingham, and car steps struck his hand.

*May 15.* — Decost, Daniel, of Cambridgeport, Mass.: both legs cut off. This boy was hanging on the side of a freight car, stealing a ride; fell off at Binney Street, East Cambridge, and was run over.

*May 16.* — Shoesmith, Benj., of Fall River, Mass.: left leg cut off above the knee. Attempted to get on a moving freight train about a mile and a half west of Jamesville, and fell, his leg going under the wheels.

*May 16.* — Mosher, Peter, freight conductor: right arm sprained and hips bruised. Slipped on ladder of car, at Ludlow, and fell to the ground.

*May 21.* — Gleason, Patrick, trespasser: foot crushed. Was found early in the morning of May 22, on track, about half a mile west of Washington station; claims to have been struck by a train; had evidently been drinking.

*May 22.* — O'Toole, Patrick, laborer: hand jammed. Was standing at side door of road department car No. 103, when a coupling was being made in Newton Centre yard. When cars came together the door closed, catching his hand.

*May 23.* — O'Connor, Henry, of Auburn, Mass.: head cut and bruised and left shoulder dislocated. Attempted to get on a moving freight train about a mile and a half west of Jamesville, and fell.

*May 26.* — Bachelder, John, of Wellesley Farms, Mass.; skin scraped off left side of face. Tried to get on train No. 98 after it had started, at Woodland, and fell between the steps.

*May 28.* — Cole, V., freight brakeman: head cut. Was standing on car, and struck girder of Boylston Street bridge, Boston.

*May 29.* — Lovell, Horace (fireman), of Auburndale, Mass.: left ankle sprained. Standing at door of combination car of train No. 116; put his arm out of door in the act of throwing off a letter at tower No. 11, Brighton, was struck by signal No. 114 and thrown from car.

*May 29.* — Smiddy, Joseph, of East Boston (ten years old): foot crushed. Stealing a ride on freight train on Grand Junction branch, fell off at Cary Cut and foot went under wheel.

*June 3.* — McCaul, H., freight brakeman: left hip and side injured. Engineer had slowed down to about three miles an hour, on account of signal. McCaul was in doorway of caboose with red light, when the speed of train was increased suddenly, and he was thrown from caboose to bridge No. 81, near West Brookfield.

*June 3.* — Sargent, John, engineer: badly squeezed across the stomach, and one arm bruised. After holding turn-table while fireman backed engine into the house at Pittsfield, Sargent attempted to dodge in house and was caught between stone door post and tender moulding.

*June 4.* — Lucas, E., yard brakeman: right arm cut at the wrist. Rim of brake wheel was broken; when Lucas let off brake, it flew around and struck his wrist; accident happened in Springfield freight yard.

*June 6.* — Correy, James, fireman: foot bruised. When train stopped in West Springfield yard he got up on rear car of train ahead to talk with a brakeman. Train started and he fell off, striking on his foot in middle of track, and caboose went over him.

*June 8.* — Unknown man: killed. Trying to get on an east-bound freight train, about one-half mile east of North Wilbraham, and was struck by train No. 43.

*June 9.* — Roakes, James, freight brakeman: back and shoulder bruised. Was riding on side of a car that was being set off at Cordaville, was struck by cattle chute and thrown to the ground, striking on his back.

*June 10.* — Smith, John, of New York City: scalp wound. Found on track between Plymouth Street and South Worcester station; said he tried to get on a freight train.

*June 12.* — Corey, Edw., of Newtonville, Mass.: fatally injured. This boy was riding on train of empty cars that were being backed to Boston station. He jumped off at Columbus Avenue and fell, striking on his back.

*June 13.* — Lucas, Edw., yard brakeman: arm, back and leg bruised. A car, being placed in Weyant's brick yard, Springfield, was derailed by wood on track, and Lucas fell from car to the ground.

*June 14.* — O'Connell, J., freight brakeman: left hip bruised and sprained. Getting off engine in Worcester yard, slipped and fell to the ground.

*June 19.* — Morrison, P. F., freight conductor: left side bruised. Thrown against desk in caboose by sudden application of air brake at forty-first mile-post.

*June 25.* — Hoogkamp, R., freight brakeman: left wrist sprained by brake flying off while switching at Chester.

*June 26.* — Youngren, Otto (thirteen years old): left hand crushed. Jumped from top of a car standing on track No. 6, Brighton, to one of a train that was being pushed up cattle track, and fell between the cars.

*June 27.* — McDonald, J., freight brakeman: ankle sprained. While walking over train, at Pittsfield, running-board of P. & R. car No. 483 (which was loose) tipped with him.

*June 28.* — Needham, Coleman, trackman: cut over eye. Track gang with hand-car were going toward old yard, East Boston, on east-bound track. They met switcher with empty cars, and before either could stop they came together.

*June 28.* — Hogan, James: one leg amputated; the other badly bruised. Walking on track near South Worcester, and was struck by engine of train No. 63.

*June 29.* — Pease, D. L., engineer: right side of head cut. Backing down track No. 3 in Springfield freight yard, was looking out of window at injector, and was struck by banjo between tracks Nos. 3 and 1.

*June 29.* — Mahoney, Mike, laborer: knee crushed. When switching crew were coupling up cars on No. 1 hay shed track, Boston, they found this man under the cars.

*June 29.* — Laballon, Edward: arm broken. He was found on track, a mile and a half west of Chester, at 9.30 P.M. Said to have jumped from a freight train.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

BOSTON, MASS.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President and Clerk of Corporation*, Boston, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass. Frank H. Ratcliffe, *Assistant Treasurer*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass. Myron E. Barber, *General Auditor*, Boston, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. Henry B. Chapin, *General Traffic Manager*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Hamilton Perkins, *General Freight Agent*, Boston, Mass. William R. Robeson, *Superintendent*, Springfield, Mass.



## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Chauncey M. Depew, New York, N. Y. Edward D. Hayden, Woburn, Mass. Albert C. Houghton, North Adams, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Samuel Hoar, Concord, Mass. Charles S. Sargent, Brookline, Mass. Jacob C. Rogers, Peabody, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,  
C. S. SARGENT,  
J. A. RUMRILL,  
ZENAS CRANE,  
STEPHEN SALISBURY,  
EDWARD L. DAVIS,  
EDWARD D. HAYDEN,  
SAM'L HOAR,  
*Directors.*  
FRANK H. RATCLIFFE,  
*Assistant Treasurer.*  
WALTER H. BARNES,  
*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. AUG. 24, 1899. Then personally appeared the above-named William Bliss, C. S. Sargent, J. A. Rumrill, Zenas Crane, Stephen Salisbury, Edward L. Davis, Edward D. Hayden, Samuel Hoar and Walter H. Barnes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK H. RATCLIFFE,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 6, 1899. Then personally appeared the above-named Frank H. Ratcliffe, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, WOODWARD HUDSON,  
*Justice of the Peace.*



# RETURN

## OF THE

### BOSTON & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$871,425 50
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$7,000 00
Interest on funded debt, . . . . .	342,073 50
<b>TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .</b>	<b>349,073 50</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$522,352 00</b>
Dividends declared (8 per cent), . . . . .	\$522,352 00
Amount of surplus June 30, 1898, . . . . .	\$1,423,163 91
Credits to profit and loss account during the year: sinking fund for redemption of Salem & Lowell Railroad and Lowell & Lawrence Railroad bonds, . . . . .	12,900 00
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>	<b>\$1,436,063 91</b>
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$11,754,325 56
Cost of equipment, . . . . .	833,583 94
Stock of St. Johnsbury & Lake Champlain Railroad Company, . . . . .	\$360,470 50
Stock of Peterborough Railroad Company, . . . . .	19,860 00
Stock of Essex Marine Railway Company, . . . . .	3,725 00
	<b>384,055 50</b>
Bonds of Central Massachusetts Railroad Company, . . . . .	\$2,000,000 00
Bonds of St. Johnsbury & Lake Champlain Railroad Company, . . . . .	895,000 00
	<b>2,895,000 00</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$15,866,965 00</b>

Cash, . . . . .	\$316,384 35	
Due from solvent companies and individuals, .	454,180 58	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$770,564 93
<b>TOTAL,</b> . . . . .		\$16,637,529 93
<b>LIABILITIES.</b>		
Capital stock, . . . . .		\$6,529,400 00
Funded debt, . . . . .		8,310,000 00
Current liabilities:		
Dividends not called for, . . . . .	\$261,176 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	41,375 00	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		302,551 00
Accrued liabilities: interest accrued and not yet due, . . . . .		59,515 02
Profit and Loss balance (surplus), . . . . .		1,436,063 91
<b>TOTAL,</b> . . . . .		\$16,637,529 93
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$7,379,400 00	
Capital stock authorized by votes of company, . . . . .	6,529,400 00	
Capital stock issued and outstanding, . . . . .		\$6,529,400 00
Number of shares issued and outstanding, . . . . .	65,294	
Number of stockholders, . . . . .	2,143	
Number of stockholders in Massachusetts, . . . . .	1,811	
Amount of stock held in Massachusetts, . . . . .	\$5,554,600 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Bonds due July 1, 1896, . . . . .	6	July, 1896,	\$1,000 00	-
Bonds due July 1, 1899, . . . . .	5	July, 1899,	620,000 00	\$31,000 00
Bonds due May 1, 1903, . . . . .	4½	May, 1903,	250,000 00	11,250 00
Bonds due Sept. 1, 1905, . . . . .	4	Sept., 1905,	500,000 00	20,000 00
Bonds due Nov. 1, 1906, . . . . .	4	Nov., 1906,	500,000 00	20,000 00
Bonds due June 1, 1907, . . . . .	4	June, 1907,	2,000,000 00	80,000 00
Bonds due July 1, 1907, . . . . .	4	July, 1907,	325,000 00	13,000 00
Bonds due April 1, 1909, . . . . .	4	April, 1909,	350,000 00	14,000 00
Bonds due April 1, 1932, . . . . .	4	April, 1932,	1,000,000 00	40,000 00
Bonds due Feb. 1, 1913, . . . . .	4	Feb., 1913,	1,000,000 00	40,000 00
Bonds due March 1, 1915, . . . . .	4	March, 1915,	500,000 00	20,000 00
Bonds due July 1, 1916, . . . . .	4	July, 1916,	750,000 00	30,000 00
Bonds due Oct. 1, 1917, . . . . .	4	Oct., 1917,	200,000 00	8,000 00
Bonds due Oct. 1, 1918, . . . . .	4	Oct., 1918,	214,000 00	6,420 00*
Note of Nashua & Lowell Railroad, due July 1, 1900, . . . . .	5	July, 1900,	100,000 00	5,000 00
Bonds of Salem & Lowell Railroad Company, amounting to \$226,900, paid October 1, 1898, . . . . .	6	Oct., 1898,	-	3,403 50†
<b>TOTALS,</b> . . . . .			\$8,310,000 00	\$342,073 50

\* Nine months' interest.

† Three months' interest.

## SINKING FUND.

Amount, June 30, 1898, of sinking fund, . . . . .	\$12,855 20
Additions during the year to sinking fund, . . . . .	44 80
<b>TOTAL, INCLUDING ADDITIONS, . . . . .</b>	<b>\$12,900 00</b>
Deductions during the year from sinking fund, . . . . .	\$12,900 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	26.750	26.750
Length of branch line, . . . . .	85.000	70.200
<b>TOTAL LENGTH OF LINE OWNED, . . . . .</b>	<b>111.750</b>	<b>96.950</b>
Length of second track, . . . . .	41.910	41.910
Length of side track, etc., . . . . .	115.350	108.530
<b>TOTAL LENGTH OF TRACK OWNED, . . . . .</b>	<b>269.010</b>	<b>247.390</b>

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON &amp; LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Clarke, *President*, Lawrence, Mass. C. E. A. Bartlett, *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick E. Clarke, Lawrence, Mass. T. Jefferson Coolidge, Manchester, Mass. Francis L. Higginson, Boston, Mass. Edwin Morey, Boston, Mass. W. Powell Mason, Boston, Mass. Chas. E. Cotting, Boston, Mass. Walter C. Baylies, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FREDERICK E. CLARKE,  
 F. L. HIGGINSON,  
 T. JEFFERSON COOLIDGE,  
 WALTER C. BAYLIES,  
 CHAS. E. COTTING,  
 W. POWELL MASON,  
*Directors.*  
 C. E. A. BARTLETT,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 24, 1899. Then personally appeared the above-named Frederick E. Clarke, F. L. Higginson, T. Jefferson Coolidge, Walter C. Baylies, Chas. E. Cotting and W. Powell Mason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

C. E. A. BARTLETT,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1899. Then personally appeared the above-named Charles E. A. Bartlett, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,

*Justice of the Peace.*

## RETURN

OF THE

## BOSTON &amp; MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$20,027,248 11
Operating expenses, . . . . .	13,712,613 71
NET EARNINGS FROM OPERATION, . . . . .	\$6,314,634 40
Dividends received on stocks owned:	
Maine Central R.R. (25,160 shares, 6 per cent), . . . . .	\$150,960 00
Portland & Rochester R.R. (4,821 shares, 6 per cent), . . . . .	28,926 00
Portland & Ogdensburg R.R. (3,952 <sup>4</sup> / <sub>10</sub> shares, 2 per cent), . . . . .	7,904 80
St. Johns Bridge & R'y Ext'n Co. (240 shares, par \$50, 5 per cent), . . . . .	\$600 00
St. Johns Bridge & R'y Ext'n Co. (special \$10 per share, 240 shrs.), . . . . .	3,000 00
Portland, Saco & Portsmouth R.R. (35 shares, 6 per cent), . . . . .	210 00
Eastern R.R. in New Hampshire (15 shares, 3 per cent), . . . . .	45 00
Portsmouth & Dover R.R. (3 shares, 6 per cent), . . . . .	18 00
Vermont Valley R.R. Co. (owned by Conn. River R.R., 9,734 shares, par \$50, 6 per cent), . . . . .	29,202 00
Suncook Valley R.R. (owned by C. & M. R.R., 6 mos., 630 <sup>3</sup> / <sub>5</sub> shares, 6 per cent), . . . . .	1,891 80



Dividends received, etc. — *Concluded.*

Pemigewasset Valley R.R. (owned by C. & M. R.R., 381 shares, 6 per cent), .	\$2,286 00	
New Boston R.R. (owned by C. & M. R.R., 100 shares, 4 per cent), . . .	400 00	
Mt. Washington R'y (owned by C. & M. R.R., 1,099 shares, 3 per cent), . .	3,297 00	
Mt. Washington R'y (owned by C. & P. R. R.R., 194 shares, 3 per cent), . .	582 00	
Peterboro R.R. (owned by B. & L. R.R., 331 shares, 4 per cent), . . .	1,324 00	
		\$230,046 60

## Interest received on bonds owned :

Central Mass. R.R. (\$100,000, 1 year, 5 per cent), . .	\$5,000 00	
Woodsville Aqueduct Co. (owned by B. & M. R.R., \$2,500, 1 year, 4 per cent),	100 00	
Woodsville Aqueduct Co. (owned by C. & M. R.R., \$10,000, 1 year, 4 per cent),	400 00	
		5,500 00

Miscellaneous income, less ex-  
pense of collecting :

Rents of tene- ments, lands, etc., \$295,460 96		
Less expense, . 42,667 37		
	\$252,793 59	
Bridge tolls, . \$8,595 10		
Less expense, . 1,430 00		
	7,165 10	
Interest received, . . .	18,516 31	
Sundry items, . . .	4,461 68	
		282,936 68

TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, \$518,483 28

GROSS INCOME ABOVE OPERATING EXPENSES, . . . \$6,833,117 68

## Charges upon income accrued during the year :

Interest on funded debt, . . .	\$1,055,809 73	
Interest and discount on unfunded debts and loans (real estate mortgages, etc.), .	35,825 36	
Taxes :		
Taxes, . . .	\$1,069,454 68	
Revenue stamp tax, . . .	36,194 29	
		1,105,648 97
Rentals of leased roads :		
Boston & Lowell R.R., .	\$771,425 50	
Concord & Montreal R.R., .	759,704 25	
Connecticut River R.R., .	351,600 00	
Wor., Nash. & Roch. R.R.,	250,000 00	
Conn. & Pass. Rivers R.R.,	213,000 00	

Charges upon income accrued, etc. — *Concluded.*Rentals of leased roads — *Con.*

Northern R.R., . . . .	\$216,104 00
Cent. Massachusetts R.R., . .	156,065 33
Manchester & Law. R.R., . .	112,960 00
Port., Saco & Ports'h R.R., . .	90,000 00
Nashua & Lowell R.R., . .	73,000 00
Lowell & Andover R.R., . .	52,500 00
Portsmouth & Dover R.R., . .	46,140 00
Massawippi Valley R'y, . .	40,000 00
Concord & Ports'h R.R., . .	25,000 00
Eastern R.R. in N. H. (11 months), . . . .	20,625 00
Stony Brook R.R., . . . .	21,500 00
Wilton R.R., . . . .	20,400 00
Peterboro R.R., . . . .	15,700 00
Suncook Valley R.R., . . . .	14,700 00
Kenneb'k & K'b'kport R.R., . .	2,925 00
New Boston R.R., . . . .	2,800 00
Pemigewasset Valley R.R., . .	32,940 00

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\$3,289,089 08

Newport & Rich-	
ford R.R., \$17,500 00	
Sub-let to C. P.	
R'y for . . . .	18,000 00

Credit, . . . .	500 00
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\$3,288,589 08

## Payments to sinking funds:

Eastern R.R. (less certificates cancelled), . . . .	\$16,544 52
Boston & Maine R.R., . . . .	51,285 00

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67,829 52

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TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . \$5,553,702 66

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NET DIVISIBLE INCOME, . . . . . \$1,279,415 02

## Dividends declared payable during the year:

July 1, 1898, 1½ per cent on \$17,416,900 common, . . . .	\$261,253 50
October 1, 1898, 1½ per cent on \$17,416,900 common, . . . .	261,253 50
January 2, 1899, 1½ per cent on \$17,416,900 common, . . . .	261,253 50
April 1, 1899, 1½ per cent on \$17,416,900 common, . . . .	261,253 50
September 1, 1898, 3 per cent on \$3,149,800 preferred, . . . .	94,494 00
March 1, 1899, 3 per cent on \$3,149,800 preferred, . . . .	94,494 00

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TOTAL DIVIDENDS DECLARED, . . . . . 1,234,002 00

Surplus for the year ending June 30, 1899, . . . .	\$45,413 02
Amount of surplus June 30, 1898, . . . .	1,713,576 71

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TOTAL SURPLUS JUNE 30, 1899, . . . . . \$1,758,989 73

## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$8,635,951 11		
Deductions:			
Tickets redeemed, . . . . .	. . . . .	\$15,057 82	
Excess fares refunded, . . . . .	. . . . .	90,691 05	
Other repayments, . . . . .	. . . . .	8,000 00	
Total deductions, . . . . .	. . . . .	\$113,748 87	
NET REVENUE FROM PASSENGERS, . . . . .	. . . . .	. . . . .	\$8,522,202 24
From mails, . . . . .	\$346,748 03		
From express, . . . . .	619,173 03		
From extra baggage and storage, . . . . .	116,145 25		
			1,082,066 31
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$9,604,268 55
Freight service:			
Gross receipts from freight, . . . . .	\$10,394,770 90		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$108,431 94	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$10,286,338 96
From elevators, . . . . .	\$46,429 89		
Other earnings, freight service: Eastern transfer, . . . . .	4,646 61		
			51,076 50
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$10,337,415 46
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$19,941,684 01
Other earnings from operation:			
Telegraph companies, . . . . .	\$4,208 04		
Rentals from tracks, yards and terminals, . . . . .	76,694 80		
From other sources: steamer "Mt. Washington," . . . . .	4,661 26		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	85,564 10
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$20,027,248 11

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers, . . . . .	\$75,180 00
Salaries of clerks and attendants, . . . . .	151,324 94
General office expenses and supplies, . . . . .	31,895 50
Insurance, . . . . .	99,301 97
Law expenses, . . . . .	156,096 15
Stationery and printing (general offices), . . . . .	12,583 83
Other general expenses: miscellaneous expense, . . . . .	45,781 38
TOTAL, . . . . .	\$572,163 77
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$1,610,254 94
Renewals of rails, . . . . .	101,118 89
Renewals of ties, . . . . .	390,023 36
Repairs and renewals of bridges and culverts, . . . . .	225,362 14
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	103,295 09
Repairs and renewals of buildings and fixtures, . . . . .	358,957 86

**Maintenance of way and structures — *Concluded.***

Repairs and renewals of docks and wharves, . . . . .	\$4,280 20
Repairs and renewals of telegraph, . . . . .	7,635 78
Stationery and printing, . . . . .	2,512 71
Other expenses of maintaining way and structures: miscellaneous expense, . . . . .	635 17
<b>TOTAL, . . . . .</b>	<b>\$2,804,076 14</b>

**Maintenance of equipment:**

Superintendence, . . . . .	\$53,111 52
Repairs and renewals of locomotives (includes \$210,332.79 account new locomotives), . . . . .	715,072 74
Repairs and renewals of passenger cars (includes \$16,508.96 account new passenger cars), . . . . .	517,972 10
Repairs and renewals of freight cars (includes \$145,508.56 account new freight cars), . . . . .	659,028 25
Repairs and renewals of work cars, . . . . .	19,637 23
Repairs and renewals of shop machinery and tools, . . . . .	56,985 00
Stationery and printing, . . . . .	3,456 60
Other expenses of maintaining equipment: watching expenses, etc., . . . . .	58,779 28
<b>TOTAL, . . . . .</b>	<b>\$2,084,042 72</b>

**Conducting transportation:**

Superintendence, . . . . .	\$300,482 24
Engine and roundhouse men, . . . . .	1,232,782 38
Fuel for locomotives, . . . . .	1,541,244 55
Water supply for locomotives, . . . . .	87,841 69
Oil, tallow and waste for locomotives, . . . . .	18,552 74
Other supplies for locomotives, . . . . .	25,961 23
Train service, . . . . .	1,084,576 68
Train supplies and expenses, . . . . .	275,662 73
Switchmen, flagmen and watchmen, . . . . .	1,039,281 60
Telegraph expenses, . . . . .	197,785 06
Station service, . . . . .	1,413,804 49
Station supplies, . . . . .	218,631 55
Car mileage — balance, . . . . .	313,530 73
Loss and damage, . . . . .	44,352 15
Injuries to persons, . . . . .	195,773 55
Clearing wrecks, . . . . .	13,277 00
Operating marine equipment, . . . . .	3,854 68
Advertising, . . . . .	51,905 71
Outside agencies, . . . . .	31,209 14
Rentals for tracks, yards and terminals, . . . . .	49,080 55
Rentals of buildings and other property, . . . . .	18,100 00
Stationery and printing, . . . . .	93,565 02
Other expenses of conducting transportation: miscellaneous expense, passenger and freight business, . . . . .	1,075 61
<b>TOTAL, . . . . .</b>	<b>\$8,252,331 08</b>

**Recapitulation:**

General expenses, . . . . .	\$572,163 77
Maintenance of way and structures, . . . . .	2,804,076 14
Maintenance of equipment, . . . . .	2,084,042 72
Conducting transportation, . . . . .	8,252,331 08

**TOTAL OPERATING EXPENSES, . . . . .** **\$13,712,613 71**

Percentage of operating expenses to gross earnings, . . . . . 68.47

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		DR.	
Cost of road, . . . . .			\$32,913,270 40
Cost of equipment, . . . . .			4,578,149 91
Real estate, Nashua, N. H., . . . . .	\$215,197 55		
Real estate, Fabyans, N. H., . . . . .	1,631 98		
Land at Dover, N. H., . . . . .	13,183 69		
Land at Old Orchard, Me., . . . . .	7,648 52		
Land at Portland, Me., . . . . .	19,084 50		
Land at Saco and Biddeford, Me., . . . . .	23,350 00		
Land at Wakefield, Mass., . . . . .	3,300 00		
Land at Chelmsford, Mass., . . . . .	1,500 00		
Land at Lowell, Mass., . . . . .	4,613 80		
Land at Newburyport, Mass., . . . . .	4,400 00		
Land at Bar Harbor, Me., . . . . .	45,104 37		
Land at Manchester, Mass., . . . . .	4,325 00		
Land at East Boston, Mass., . . . . .	20,625 00		
Land at Somerville, Mass., . . . . .	408,618 74		
Land at Lynn, Mass., . . . . .	72,887 90		
Land at Charlestown, Mass., . . . . .	173,766 74		
Land at Melrose Highlands, Mass., . . . . .	6,000 00		
Land at Northampton, Mass., . . . . .	60,375 94		
Land at Beverly, Mass., . . . . .	9,274 25		
Land at Harrisville, N. H., . . . . .	150 00		
Land at Portsmouth, N. H., . . . . .	4,725 70		
Land at Marlboro, N. H., . . . . .	65 00		
Land at Marblehead, Mass., . . . . .	8,606 74		
Land at Peabody, Mass., . . . . .	2,126 25		
Land at East Cambridge, Mass., . . . . .	43,615 68		
Land at Arlington, Mass., . . . . .	5,276 92		
Land at Malden, Mass., . . . . .	18,112 51		
Land at Rockport, Mass., . . . . .	8,370 57		
Land at North Cambridge, Mass., . . . . .	174 36		
Land at Everett, Mass., . . . . .	10,045 29		
Land at Clifton, Mass., . . . . .	4,565 00		
Land at Wellington, Mass., . . . . .	9,100 00		
Land at Hillsboro, N. H., . . . . .	1,700 64		
Land at Rochester, N. H., . . . . .	2,200 00		
Land at Chelsea, Mass., . . . . .	7,500 00		
Land at Newbury, Mass., . . . . .	300 00		
Land at Georgetown, Mass., . . . . .	850 00		
			1,222,372 64
Stock of Maine Central Railroad, 25,160 shares,	\$2,516,000 00		
Stock of Boston & Maine Railroad, 13,168 shares, . . . . .	1,577,971 56		
Stock of Portland & Rochester Railroad, 4,821 shares, . . . . .	482,050 00		
Stock of York Harbor & Beach Railroad, 4,971 shares, par \$50, . . . . .	248,550 00		
Stock of Portland & Ogdensburg Railroad, 3,952 <sup>4</sup> / <sub>10</sub> shares, . . . . .	146,238 80		
Stock of Franklin & Tilton Railroad, 1,250 shares, . . . . .	125,000 00		
Stock of Portland Union Railway Station Company, 250 shares, . . . . .	25,000 00		
Stock of Portland, Mt. Desert & Machias Steamboat Company, 300 shares, par \$50, . . . . .	15,000 00		
Stock of Portland, Saco & Portsmouth Railroad, 35 shares, . . . . .	4,375 00		
Stock of St. Johnsbury & Lake Champlain Railroad, 809 shares, par \$50, . . . . .	4,303 56		



Stock of Newburyport Railroad, 1,368 shares, .	\$4,104 00	
Stock of Danvers Railroad, 471 shares, . . .	2,345 00	
Stock of Eastern Railroad in N. H., 86 shares,	8,736 65	
Stock of St. Johns Bridge & Railway Extension Company, 240 shares, par \$50, . . .	684 00	
Stock of Portsmouth & Dover Railroad, 3 shares, . . . . .	390 00	
Stock of Concord & Claremont, N. H., Railroad, 30 shares, . . . . .	600 00	
Stock of Portsmouth Bridge Company, 200 shares, . . . . .	2,000 00	
TOTAL STOCKS, . . . . .		\$5,163,348 57
\$300,000 bonds of Newburyport Railroad, . .	\$298,464 95	
\$125,000 bonds of Danvers Railroad, . . .	125,000 00	
\$432,000 bonds of St. Johnsbury & Lake Cham- plain Railroad, . . . . .	432,000 00	
\$100,000 bonds of Central Massachusetts Rail- road, . . . . .	100,000 00	
\$3,900 bonds of Woodsville Aqueduct Company,	4,019 50	
TOTAL BONDS, . . . . .		959,484 45
Other permanent property :		
Steamer "Mt. Washington" and wharves, . .	\$73,455 32	
Richford, Vt., elevator, . . . . .	52,261 43	
		125,716 75
TOTAL PERMANENT INVESTMENTS, . . . . .		\$44,962,342 72
Cash, . . . . .	\$1,927,985 99	
Bills receivable, . . . . .	692,686 88	
Due from agents, . . . . .	776,249 84	
Traffic balances due from other companies, .	231,200 89	
Due from solvent companies and individuals, .	2,418,491 26	
Sinking funds, . . . . .	868,512 32	
TOTAL CASH AND CURRENT ASSETS, . . . . .		6,915,127 18
Materials and supplies, . . . . .	\$1,485,745 45	
Other assets and property :		
Central Massachusetts construction, etc., .	367,718 40	
Elimination grade crossings, in process, .	96,477 20	
TOTAL MISCELLANEOUS ASSETS, . . . . .		1,949,941 05
TOTAL, . . . . .		\$53,827,410 95
LIABILITIES.		CR.
Capital stock, common :		
Boston & Maine, . . . . .	\$19,064,200 00	
Boston & Maine scrip, . . . . .	7,096 72	
Eastern Railroad (Mass.), . . . . .	83 28	
Eastern Railroad in N. H., . . . . .	148,395 00	
	\$19,219,775 00	
Capital stock, preferred, . . . . .	3,149,800 00	
TOTAL CAPITAL STOCK, . . . . .		\$22,369,575 00

Funded debt, . . . . .		\$21,305,333 61
Real estate mortgages, . . . . .		594,800 00
Current liabilities:		
Audited vouchers and accounts, . . . . .	\$968,823 51	
Salaries and wages, . . . . .	320,622 60	
Traffic balances due to other companies, . . . . .	591,534 41	
Dividends not called for, . . . . .	21,893 75	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	164,052 62	
Rentals due and unpaid (including rentals due July 1), . . . . .	970,339 51	
Miscellaneous current liabilities:		
Fund to pay Boston & Lowell Railroad bonds due July 1, 1899, . . . . .	620,000 00	
Concord & Montreal Railroad improvement fund, . . . . .	249,108 37	
TOTAL CURRENT LIABILITIES, . . . . .		3,906,379 77
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$270,126 67	
Taxes accrued and not yet due, . . . . .	453,694 66	
Rentals accrued and not yet due, . . . . .	181,320 71	
TOTAL ACCRUED LIABILITIES, . . . . .		905,142 04
Accounts due leased roads at termination of leases, . . . . .		1,177,676 86
Sinking and other special funds:		
Sinking fund, redemption of Boston & Maine Railroad bonds, . . . . .	\$867,728 68	
Sinking fund, redemption of Eastern Railroad bonds, . . . . .	783 64	
Injury fund, . . . . .	150,000 00	
Suspense account, . . . . .	791,001 62	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		1,809,513 94
Profit and Loss balance (surplus), . . . . .		1,758,989 73
TOTAL, . . . . .		\$53,827,410 95
PROPERTY ACCOUNTS.		
Additions to construction account:		
Land, land damages and fences, . . . . .	\$18,866 16	
Elimination of grade crossings, . . . . .	62,927 20	
Other additions to construction account:		
purchase of Eastern Railroad in N. H. with Boston & Maine common stock, . . . . .	480,517 50	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . . . .		\$562,310 86
Other expenditures charged to property accounts:		
Bonds of St. Johnsbury & Lake Champlain Railroad (par), . . . . .	\$73,000 00	
Bonds of Woodsville Aqueduct Co. (\$3,900), . . . . .	4,019 50	
71 shares stock of Eastern Railroad in N. H., . . . . .	7,836 65	
200 shares stock of Portsmouth Bridge (par \$100), . . . . .	2,000 00	
Somerville marsh land, . . . . .	9,803 49	

Other expenditures charged to property accounts — *Con.*

Land at Lynn, Mass., . . . . .	\$202 91
Land at Charlestown, Mass., . . . . .	37,303 60
Land at Malden, Mass., . . . . .	6,452 25
Land at Everett, Mass., . . . . .	10,001 99
Land at Chelsea, Mass., . . . . .	7,500 00
Land at Beverly, Mass., . . . . .	3,300 00
Land at Biddeford, Maine, . . . . .	3,350 00
Land at Portland, Maine, . . . . .	2,617 00
Land at Dover, N. H., . . . . .	3,500 00
Land at Rochester, N. H., . . . . .	2,200 00
Land at Hillsborough, N. H., . . . . .	1,700 64
Land at Newburyport, Mass., . . . . .	1,650 00
Land at Georgetown, Mass., . . . . .	850 00
Land at Rockport, Mass., . . . . .	500 00
Land at Newbury, Mass., . . . . .	300 00
Land at Arlington, Mass., . . . . .	50 00
Land at East Cambridge, Mass., . . . . .	16,443 95

\$194,581 98

## TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . .

\$756,892 84

## Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

46 shares Boston & Maine stock (exchanged for stock of Eastern Railroad in N. H.),	\$7,784 35
Harbor transfer barge (Boston & Maine interest sold), . . . . .	5,000 00
Land at Peabody sold, . . . . .	600 00
Land transferred to construction account, . . . . .	1,210 00

## TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . .

14,594 35

## NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,

\$742,298 49

## CAPITAL STOCK.

Capital stock authorized by law, common, . . . . .	\$19,577,987 50
Capital stock authorized by law, preferred, . . . . .	3,149,800 00

Total capital stock authorized by law, . . . . .	\$22,727,787 50
Capital stock authorized by votes of company, common, . . . . .	\$19,234,387 50
Capital stock authorized by votes of company, preferred, . . . . .	3,149,800 00

Total capital stock authorized by vote, . . . . .	\$22,384,187 50
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Capital stock issued and outstanding, common, . . . . .	\$19,064,200 00
Capital stock issued and outstanding, preferred, . . . . .	3,149,800 00

Total capital stock outstanding, . . . . .	\$22,214,000 00
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2,283 shares capital stock Eastern Railroad in N. H. to be exchanged for Boston & Maine, common, . . . . .	148,395 00
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1 share Eastern Railroad capital stock to be exchanged for Boston & Maine, common, . . . . .	83 28
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Scrip convertible into stock, . . . . .	7,096 72
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TOTAL CAPITAL STOCK LIABILITY, . . . . .	\$22,369,575 00
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Number of shares issued and outstanding, common, . . . . .	190,642	
Number of shares issued and outstanding, preferred, . . . . .	31,498	
Total number of shares outstanding, . . . . .		222,140
Number of stockholders, common, . . . . .	5,643	
Number of stockholders, preferred, . . . . .	665	
Total number of stockholders, . . . . .		6,308
Number of stockholders in Massachusetts, common, . . . . .	3,645	
Number of stockholders in Massachusetts, preferred, . . . . .	523	
Total stockholders in Massachusetts, . . . . .		4,168
Amount of stock held in Massachusetts, common, . . . . .		\$11,156,100 00
Amount of stock held in Massachusetts, preferred, . . . . .		2,391,100 00
Total stock held in Massachusetts, . . . . .		\$13,547,200 00

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land in Charlestown, Mass., . . . . .	Per Cent. 4	Sept. 1, 1906,	\$594,800 00	\$23,792 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Boston & Maine Railroad bonds, . . . . .	4½	Jan. 1, 1944,	\$6,000,000 00	\$271,170 00
Boston & Maine Railroad bonds, . . . . .	4	Aug. 1, 1942,	2,500,000 00	100,180 00
Boston & Maine Railroad improvement bonds, . . . . .	4	Feb. 2, 1905,	1,000,000 00	40,000 00
Boston & Maine Railroad improvement bonds, . . . . .	4	Feb. 1, 1907,	500,000 00	20,000 00
Boston & Maine Railroad improvement bonds, . . . . .	4	Feb. 1, 1937,	1,919,000 00	77,220 00
Eastern Railroad certificates of indebtedness, United States gold, . . . . .	6	Sept. 1, 1906,	6,831,000 21	413,525 00
Eastern Railroad certificates of indebtedness, sterling, . . . . .	6	Sept. 1, 1906,	1,555,333 40	93,329 73
Portsmouth, Great Falls & Conway Railroad bonds, . . . . .	4½	June 1, 1937,	998,000 00	46,181 25
Portsmouth, Great Falls & Conway Railroad bonds (7 per cent),* . . . . .	4½	Dec. 1, 1892,	2,000 00	-
TOTALS, . . . . .	. . . . .	. . . . .	\$21,805,333 61	\$1,061,605 98

\* The \$2,000 of old bonds, Portsmouth, Great Falls & Conway Railroad, have not yet been presented for exchange for the new bonds due June 1, 1937.

## SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Funds.</i>	
Amount, June 30, 1898, for redemption of Boston & Maine Railroad improvement bonds sinking fund, . . . . .	\$784,758 38
Amount, June 30, 1898, of Eastern Railroad sinking fund, . . . . .	1,287 39
<b>TOTAL SINKING FUNDS JUNE 30, 1898, . . . . .</b>	<b>\$786,045 77</b>
Additions during the year to Boston & Maine Railroad improvement bonds sinking fund, . . . . . \$82,970 30	
Additions during the year to Eastern Railroad sinking fund, . . . . . 103,845 11	
	186,815 41
<b>TOTAL, INCLUDING ADDITIONS, . . . . .</b>	<b>\$972,861 18</b>
Deductions during the year from Eastern Railroad sinking fund, . . . . .	104,348 86
<b>TOTAL SINKING FUNDS JUNE 30, 1899, . . . . .</b>	<b>\$868,512 32</b>
<i>Injury Fund.</i>	
Amount of injury fund June 30, 1898, . . . . .	\$150,000 00
Additions during the year, . . . . .	201,344 73
<b>TOTAL, INCLUDING ADDITIONS, . . . . .</b>	<b>\$351,344 73</b>
Deductions during the year, . . . . .	201,344 73
<b>TOTAL INJURY FUND, JUNE 30, 1899, . . . . .</b>	<b>\$150,000 00</b>

## VOLUME OF TRAFFIC, ETC.

<b>Passenger traffic :</b>	
Number of passengers carried paying revenue, . . . . .	31,607,156
Number of passengers carried one mile, . . . . .	497,027,126
Number of passengers carried one mile per mile of road operated, . . . . .	289,712
Average length of journey per passenger, . . . . .	15.730 miles.
Average amount received from each passenger, . . . . .	26.963 cents.
Average amount received per passenger per mile carried, . . . . .	1.715 "
Passenger earnings (gross) per mile of road operated, . . . . .	\$5,598 23.000
Passenger earnings (gross) per passenger-train mile run, . . . . .	1 15.643
<b>Freight traffic :</b>	
Number of tons of freight hauled earning revenue, . . . . .	10,644,376
Number of tons of freight hauled one mile, . . . . .	719,460,569
Number of tons of freight hauled one mile per mile of road operated, . . . . .	419,366
Average length of haul per ton, . . . . .	67.590 miles.
Average amount received for each ton of freight, . . . . .	96.636 cents.
Average amount received per ton per mile hauled, . . . . .	1.430 "



**Freight traffic — *Concluded.***

Freight earnings (gross) per mile of road operated, . . .	\$6,025 57.000
Freight earnings (gross) per freight-train mile run, . . .	1 89.510
<b>Operating expenses:</b>	
Operating expenses per mile of road operated, . . .	7,992 94.000
Operating expenses per revenue-train mile run, . . .	99.656
<b>Train mileage:</b>	
Miles run by passenger trains, . . . . .	8,305,079
Miles run by freight trains, . . . . .	5,454,819
Total mileage of trains earning revenue, . . . . .	13,759,898
Miles run by switching trains, . . . . .	3,067,410
Miles run by construction and other trains, . . . . .	386,518
Total train mileage, . . . . .	17,213,826
<b>Fares and freights:</b>	
Average rate of fare per mile on single local tickets, . . .	1.700 cents.
Average rate of fare per mile on commutation tickets within suburban circuit, . . . . .	1 to 2 “
Average rate of fare per mile on commutation tickets outside suburban circuit, . . . . .	2 to 2½ “
Average rate of fare per mile on mileage tickets (500 miles, 2½ cents; 1,000 miles, 2 cents), . . . . .	2.000 “
Average rate of fare per mile on season tickets, . . . . .	0.661 “
Average rate of fare per mile on joint tickets, . . . . .	1.819 “
Average rate of freight per ton mile on local way-bill, . . .	2.141 “
Average rate of freight per ton mile on joint way-bill, . . .	0.980 “
<b>Passengers to and from Boston:</b>	
Number of passengers (including season-ticket) to Boston, . . .	9,569,505
Number of passengers (including season-ticket) from Boston, . . .	9,683,038
Season-ticket passengers to and from Boston, . . . . .	1,775,612
<b>Employees:</b>	
Average number of persons employed, . . . . .	15,266

**DESCRIPTION OF RAILROAD OWNED AND OPERATED.**

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massachusetts.
Length of main line, . . . . .	Miles.	246.210	78.010
Length of branch line, . . . . .		140.200	90.830
TOTAL LENGTH OF LINE OWNED, . . . . .		386.410	168.840
Length of second track, . . . . .	155.770	105.180	
Length of third track, . . . . .	2.290	2.290	
Length of side track, etc., . . . . .	249.020	165.870	
TOTAL LENGTH OF TRACK OWNED, . . . . .		793.490	442.180
RAILROAD OPERATED.			
Length of main line, . . . . .	998.290	302.320	
Length of branch line, . . . . .	717.300	244.480	
TOTAL LENGTH OF LINE OPERATED, . . . . .		1,715.590	546.800
Length of second track, . . . . .	310.310	219.200	
Length of third track, . . . . .	4.440	3.090	
Length of side track, etc., . . . . .	845.860	407.360	
TOTAL LENGTH OF TRACK OPERATED, . . . . .		2,876.200	1,176.450

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.						Number Owned.	Number Owned by Leased Roads.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.										Lbs.	Lbs.
Passenger,	.	.	.	.	.	147	142	289	256	-	-
Freight,	.	.	.	.	.	121	120	241	205	-	-
Switching, etc.,	.	.	.	.	.	66	75	141	115	-	-
TOTAL,	.	.	.	.	.	334	337	671	576	141,000	89,600
ROLLING STOCK.						Number Owned.	Number Owned by Leased Roads.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.											
Passenger cars,	.	.	.	.	.	515	*302	817	817	{ 22 795	National. Miller.
Combination cars,	.	.	.	.	.	75	89	164	164	{ 2 162	National. Miller.
Parlor cars,	.	.	.	.	.	-	8	8	8	{ 2 6	National. Miller.
Baggage, express and mail cars,	.	.	.	.	.	126	*85	211	211	{ 14 193 4	National. Miller. Gould.
TOTAL,	.	.	.	.	.	716	484	1,200	1,200	1,200	
CARS — FREIGHT SERVICE.											
Box cars,	.	.	.	.	.	1,875	2,570	4,445	2,556	4,167	{ 3,893 Gould, 163 Trojan, 16 Burns, 30 Thurmond, 10 Drexel, 12 National, 1 Tower, 2 Norton, 40 Janney.
Flat cars,	.	.	.	.	.	1,329	2,736	4,065	1,650	2,643	{ 2,460 Gould, 144 Trojan, 7 Burns, 6 Thurmond, 5 Dowling, 6 National, 1 Richardson, 14 Janney.
Stock cars,	.	.	.	.	.	56	-	56	33	42	{ 38 Gould, 4 Trojan.
Coal cars,	.	.	.	.	.	1,230	893	2,123	1,001	1,843	{ 1,809 Gould, 25 Trojan, 2 Norton, 1 Tower, 6 Hin- son.
Logging trucks,	.	.	.	.	.	-	73	73	-	-	-
Refrigerator cars,	.	.	.	.	.	30	-	30	30	30	Gould.
TOTAL,	.	.	.	.	.	4,520	6,272	10,792	5,270	8,725	
CARS — COMPANY'S SERVICE.											
Officers' and pay cars,	.	.	.	.	.	4	1	5	5	{ 4 1	National. Miller.
Air-brake instruction car,	.	.	.	.	.	1	-	1	1	{ 1 19	Miller. Gould.
Derrick cars,	.	.	.	.	.	45	-	45	17	{ 1 169	Trojan. Gould.
Caboose cars,	.	.	.	.	.	156	96	252	51	169	Gould.
Other cars in company's service,	.	.	.	.	.	155	20	175	86	89	Gould.
TOTAL,	.	.	.	.	.	361	117	478	160	284	
Snow ploughs,	.	.	.	.	.	40	22	62	-	-	

Number of 8-wheel cars in passenger service with brakes for all wheels, 1,200

\* Includes 10 passenger and 4 baggage cars, 30.50 per cent of which are owned by the Boston & Lowell Railroad, 37.83 per cent by the Concord & Montreal Railroad, and 31.67 per cent by the Canadian Pacific Railway.

## RAILROAD CROSSINGS IN MASSACHUSETTS.

*Crossings with Highways.*

Number of crossings of company's railroad with highways at grade, . . . . .	608
Number of highway grade crossings protected by gates, . . . . .	236
Number of highway grade crossings protected by flagmen, . . . . .	172
Number of highway grade crossings protected by electric signals only, . . . . .	21
Number of highway grade crossings unprotected, . . . . .	179
Number of highway grade crossings finally abolished during the year, . . . . .	1
Number of highway grade crossings now in process of abolition, . . . . .	9
Number of highway grade crossings for abolition of which petition is pending, . . . . .	14
Number of highway bridges 18 feet (or more) above track, . . . . .	41
Number of highway bridges less than 18 feet above track, . . . . .	148
Height of lowest highway bridge above track, . . . . .	14 ft. $\frac{1}{2}$ in.

*Crossings with Other Railroads.*

Crossings of company's railroad with other railroads at grade (21 in number), viz. :

Boston, Eastern Division and Fitchburg Railroad. Boston, Eastern Division and Grand Junction Railroad. Boston, Eastern Division and Mystic Branch, Southern Division. Boston, Western Division and Fitchburg Railroad. Boston, Western Division and Grand Junction Railroad. Boston, Western Division and Mystic Branch, Southern Division. Boston, Mystic Branch, Southern Division. and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division, and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division, and Mystic Branch, Southern Division. East Boston, East Boston Branch, Eastern Division, and Grand Junction Railroad. Danvers, Lawrence Branch, Eastern Division, and Newburyport Branch, Western Division. Lawrence, Western Division, and Lowell & Lawrence, Southern Division. Salem, Eastern Division and Phillips' Wharf Track. Wilmington, Western Division and Salem & Lowell, Southern Division. West Peabody, Danvers Branch, Western Division, and Salem & Lowell, Southern Division. Ayer, W., N. & P. Division and Fitchburg Railroad. Ayer, W., N. & P. Division and Peterboro & Shirley Railroad. Barbers, W., N. & P. Division and Fitchburg Railroad. Oakdale, W., N. & P. Division and Central Massachusetts Railroad. Clinton, W., N. & P. Division and Old Colony Railroad. Sudbury, Central Massachusetts and Old Colony Railroad.

Number of above crossings at which interlocking signals are established, . . . . .

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## NEW BRIDGES BUILT DURING THE YEAR.

## EASTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
136, Beach Bluff, .	Pony truss, .	Framed trestle, .	{ 30 feet 2 inches, } { 1 track, . . . }	Boston & Maine Railroad.

## SOUTHERN DIVISION.

60, Lowell, . . .	Plate girder, .	Plate girder, .	{ 159 feet 6 inches, } { 2 tracks, . . . }	Edgemoor Bridge Works.
144A, South Clinton,	- -	Pile trestle, .	{ 76 feet 4 inches, } { 1 track, . . . }	Boston & Maine Railroad.
219, Belchertown, .	Wood stringer, .	Plate girder, .	{ 23 feet 9 inches, } { 1 track, . . . }	Vermont Const'n Company.
224, Belchertown, .	Wood stringer, .	Plate girder, .	{ 27 feet 6 inches, } { 1 track, . . . }	Boston Bridge Works.
230, Amherst, . .	Wood stringer, .	Wood stringer, .	{ 21 feet 2 inches, } { 1 track, . . . }	Boston & Maine Railroad.
280, Woburn, . .	Wood stringer, .	Wood stringer, .	{ 12 feet 6 inches, } { 2 tracks, . . . }	Boston & Maine Railroad.
354, Chelmsford, .	Wood stringer, .	Trussed stringer, .	{ 73 feet 6 inches, } { 1 track, . . . }	Boston & Maine Railroad.
360, Westford, . .	Wood stringer, .	Plate girder and keyed stringer.	{ 117 feet 6 inches, } { 1 track, . . . }	Vt. Con. Co. and B. & M. R.R.

## CONNECTICUT RIVER DIVISION.

25, Hatfield, . .	Grade crossing,	Rolled beams, .	{ 20 feet 6 inches, } { 2 tracks, . . . }	N. E. Structural Company.
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## BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

## EASTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
5, East Somerville, . . .	Pile trestle, . . .	Stringers and ties renewed.

## SOUTHERN DIVISION.

17, Mystic Park, . . .	Iron bridge, . . .	Ties renewed.
221, east of Pansy Park, . .	Iron bridge, . . .	Ties renewed.

## CONNECTICUT RIVER DIVISION.

1, Springfield, . . .	Framed trestle, . . .	New bent and wall plates.
26, Hatfield, . . . . .	Stone arch, . . . .	Wings lengthened and parapets raised.

Total length of pile and trestle bridging, . . . . . 17,105 ft. 8 in.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	9	5	22	5	31	6	34
Employees, .	4	30	11	139	15	169	24	216
Other persons,	-	-	58	60	58	60	78	72
TOTALS, .	4	39	74	221	78	260	108	322

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*July 2, 1898.*—West Medford: John Kenney, passenger (intoxicated), stepped from moving train, fell and cut his head.

*July 2.*—Wyoming: Michael Horrigan, passenger, in attempting to get off train while in motion, fell, was run over and instantly killed.

*July 2.*—Mystic wharf: John Murphy, while driving over crossing, team was struck by engine, he was thrown to the ground and somewhat injured.

*July 3.*—Haverhill: Arthur Smith, trespasser, in attempting to board moving train, fell and was somewhat bruised.

*July 5.*—Bleachery: unknown man, trespasser, was found on side of track, badly mutilated; supposed to have been walking on track and run over by train.

*July 5.*—Chicopee Junction: Stanstent Cebula, trespasser (small boy), while playing near cars on track, cars were moved by shifter, and he was run over and his leg was badly crushed.

*July 5.*—Bradford: J. Plaski, trespasser, stealing ride, jumped from train while in motion and injured his head.

*July 11.*—Boston: Hannah Rielley, trespasser, while crossing track in station yard, was struck by engine and seriously injured.

*July 14.*—Salem: Broderick McDonald, passenger, jumped from moving train, fell and injured his right arm.

*July 15.*—East Boston: Michael J. Mahoney, brakeman, had his hand badly crushed while coupling cars.

*July 16.*—Lowell: Albert Joyal, trespasser, in attempting to board moving train, fell, and was run over and both his feet were crushed.

*July 16*—Boston: John R. Woodsum, brakeman, had his arm bruised while coupling cars.

*July 16 or 17.*—Everett Junction: unknown man, trespasser, was found beside inward track, dead; supposed to have been struck by train.

*July 19.*—Woburn: J. J. Connell, brakeman, while riding car into side track, the same struck another car, and as they came together he was caught between running-boards; his body was badly bruised.

*July 21.*—South Lawrence: James Rogers, trespasser (a boy), in attempting to jump on rear of engine, fell off, was run over, and his left leg cut off and head badly bruised.

*July 21.*—Winchester: William Whalen, while attempting to board moving train, fell and was somewhat injured.



*July 22.* — Oakdale: Mrs. A. Guby, passenger, had her leg bruised; H. E. Dean, passenger, had his arm hurt; Miss S. A. Wheeler, passenger, was shaken up; and Mrs. S. M. Savage and baby were shaken up, — in a collision, at Oakdale, of a passenger and freight train.

*July 22.* — Andover: Michael McLaughlin, trespasser, walking on track, was struck by train and killed.

*July 24.* — East Cambridge: W. D. Hayes, brakeman, had two fingers crushed while coupling cars.

*July 25.* — Malden: Henry A. Lawrence, while reading his newspaper, walked onto track directly in front of train, was struck by it and instantly killed.

*July 26.* — East Cambridge: Arthur McNally, freight brakeman, jammed finger while coupling cars.

*July 27.* — North Cambridge: Prudent Morin, passenger, stepped from train while it was in motion and was slightly shaken up.

*July 28.* — East Somerville: Cornelius Walsh, trespasser, was found in freight car with one foot badly crushed; said it was injured while he was attempting to crawl under car.

*July 28.* — Ayer: E. F. Cavanaugh's body was found badly mangled under and about train when it drew into Ayer. He was a trespasser, and was probably struck and killed by some previous train, and the body struck and mangled by train No. 67.

*July 29.* — Holyoke: Matheo Gauthier, trespasser, was struck and fatally injured by train.

*July 29.* — Northampton: J. Cleval, brakeman, had his finger jammed while coupling.

*July 31.* — Worcester: unknown man, in attempting to board moving train, fell and was somewhat injured.

*July 31.* — Lynn: unknown man jumped from moving train, fell and was probably somewhat injured.

*August 2.* — East Cambridge: unknown woman passed around the crossing gates, and in attempting to cross track in front of engine was struck and fatally injured.

*August 2.* — Prospect Hill: Frank Andrews, brakeman, had his wrist injured while coupling, caused by a piece of wheel striking him.

*August 3.* — Newburyport: Benjamin Parker, trespasser, while walking on track, was struck by engine and killed.

*August 3.* — Worcester: John Duggan, trespasser, while stealing a ride, attempted to jump off and fell, injuring his head.

*August 4.* — North Beverly: T. R. Torrant, passenger, had his arm somewhat bruised by window falling on it.

*August 4.* — Mt. Tom: unknown man, passenger, jumped off train while in motion, to pick up his hat, and fell; extent of injuries unknown.

*August 8.* — North Andover: Mrs. Sarah Weirs, trespasser, while walking on track, was struck and killed by train.

*August 9.* — Still River: Joseph Daignault, trespasser, while lying on track, is supposed to have been struck by train and killed.

*August 12.* — Gilbertville: W. J. Deady, brakeman, had ends of two fingers jammed while coupling.

*August 14.* — Bradford: Walter Baily, employee, was found dead beside track; supposed to have jumped from freight train.

*August 18.* — Stevens: H. F. Cunningham, employee, had his arm crushed while coupling cars.

*August 18.* — Barbers: train No. 5 was derailed, but no one was injured; there were a few frightened by shock.

*August 20.* — Prospect Hill: H. Lingley, conductor, had his hand bruised while coupling cars.

*August 22.* — South Lawrence: Joseph Young, employee, while coupling cars, fell, was run over and instantly killed.

*August 23.* — Newburyport: unknown man, trespasser, found dead beside track: supposed to have been trying to board moving train, and was run over.

*August 23.* — Georgetown: Edward Mullen, brakeman, had his thumb jammed while coupling cars.

*August 24.* — Holyoke: W. L. Danforth, brakeman, had his hand jammed while uncoupling cars from engine.

*August 25.* — Greenfield: Fred A. Luce, brakeman, while getting on side ladder of car, struck switch stand, bruising his leg and wrenching his ankle.

*August 26.* — Boston: Walter Verge, brakeman, was thrown from top of car and injured his back.

*August 27.* — Bleachery: Thos. Turner, trespasser, attempting to board moving train, fell, and his foot was crushed.

*August 27.* — Lowell: W. A. Smith, brakeman, was thrown from top of car, caused by freight chain giving way, and his body was somewhat bruised.

*August 29.* — Bondsville: while driving over crossing, Bert Rich, Sadie Whiting, Jessie Whiting, Geo. Whiting, Geo. Whiting, Jr., and John Scott, were fatally injured; and Mrs. Geo. Whiting, Mrs. Bertha Houghton, Harold Rich, Miss Mildred Scott and Clarence Finney were seriously injured.

*August 31.* — East Boston: F. W. Blackmer, conductor, had a finger crushed while coupling cars.

*August 31.* — Lawrence: James Boucher, trespasser, standing on track in yard, was struck and somewhat injured.

*September 1.* — Worcester: Royal Cheney, employee, fell from engine while it was in motion, was run over and fatally injured.

*September 2.* — Somerville: Wm. H. White, brakeman, while coupling, had his hand caught and jammed.

*September 4.* — South Lawrence: Dennis Quaid, trespasser, standing between cars, caught his foot between draw-bars and crushed the same.

*September 6.* — Lowell: Geo. Souberey, trespasser, was caught between two cars and fatally injured.

*September 6.* — Winter Hill: W. J. Mitchell, freight conductor, struck bridge and cut his head.

*September 6.* — Boston: unknown man, trespasser, while trying to board moving train, struck switch stand, was knocked off and broke his left arm.

*September 8.* — Cross Street: B. A. Flaherty, employee, had his leg bruised while coupling cars.

*September 12.* — Summit: while driving over crossing, the following persons were struck: Miss E. L. Sawyer, leg injured; Mrs. Jas. Higgins, wrist sprained; Dana Higgins, side injured.

*September 12.* — Wenham: Frank F. Sumner, brakeman, had a finger crushed while uncoupling car from engine.

*September 12.* — Oakdale: Jos. Stearns, trespasser, jumped onto track in front of engine; he was shaken up and somewhat injured about the head.

*September 16.* — Worcester: Chas. Sharon, employee, fell from top of box car and was fatally injured.

*September 16.* — Waltham: P. Whiting, passenger, in attempting to board moving train, fell and was somewhat injured.

*September 16.* — Mystic wharf: Richard Pyne, trespasser, was run over by car and his foot badly jammed.

*September 19.* — Holyoke: unknown man, trespasser, while walking on track, was struck by engine and killed.

*September 21.* — Newbury: train broke apart, and, coming together again, caused derailment; C. L. Morrison, brakeman, had his side and arm hurt, and C. F. Dillingham, conductor, had his back injured.

*September 22.* — Newburyport: A. B. Welch, passenger, stepped from train while it was in motion, fell and was somewhat injured.

*September 23.* — Winchester: Clarence Mobbs, news agent on train, fell from moving train and was somewhat injured.

*September 23.* — Boston Terminal: Chas. Silva, employee, tried to cross track in front of engine, was struck by train and instantly killed.

*September 25.* — South Lawrence: E. W. Tilton, brakeman, had his right arm sprained while coupling cars.

*September 27.* — Chelsea: W. S. Dugney, employee, tried to board moving train, fell, was run over and instantly killed.

*September 28.* — South Deerfield: unknown man, trespasser, was lying beside track and was struck by engine pilot and instantly killed.

*September 29.* — East Saugus: Samuel Morse, trespasser, attempted to cross track in front of engine and was instantly killed.

*October 1.* — Newburyport: Nathaniel Goodhue, conductor, fell from moving train and was somewhat injured.

*October 3.* — Worcester: Clarence Brooks, trespasser, was run over and instantly killed.

*October 4.* — Holyoke: Clinton Bartlett, brakeman, had his finger jammed while coupling cars.

*October 5.* — Lowell: Joe Leverque, brakeman, had his hand badly bruised while coupling cars.

*October 7.* — Union Station, Boston: John J. Kenney, tower man, was struck by train and dragged some distance; he was shaken up and somewhat bruised.

*October 9.* — South Lawrence: Joseph Graham, engineer, was found dead beside track, having been run over by passing train.

*October 11.* — Ipswich: John Donahue tried to cross track in front of engine, was struck by same and somewhat injured.

*October 11.* — Riverside: Edward LaPlant, trespasser, in attempting to board moving train, fell, was run over and fatally injured.

*October 12.* — East Somerville: Frank J. Nolan, trespasser, jumped from moving train, fell, and sprained his left arm.

*October 12.* — Bleachery: Fred Welch, trespasser, tried to board moving train, fell, and badly bruised his back and left hip.

*October 12.* — Ipswich: body of unknown man found between rails; supposed to have been stealing a ride on freight train, and fell.

*October 12.* — Boston: Norman C. McNeil, brakeman, fell from top of box car while train was in motion, and was badly shaken up and bruised.

*October 14.* — Salem: J. J. Cummings, employee, had his finger jammed while coupling.

*October 18.* — North Lawrence: Geo. W. Smart, brakeman, had his finger badly bruised while coupling engine to car.

*October 20.* — Rockport: Fred Freeman, brakeman, had a finger jammed while coupling.

*October 24.* — Boston: John R. Woodsum, brakeman, was thrown from top of box car by cars coming suddenly together, and his back was injured.

*October 25.* — Concord: D. Curran, while driving over crossing, team was struck and he was thrown from the wagon and broke his arm.

*October 26.* — Boston: Chas. Charlton, brakeman, had his hand crushed while coupling car to engine.

*October 26.* — Wellington: Joseph Barnett, trespasser, was struck by engine while walking on track, and somewhat injured.

*October 27.* — Medford: J. P. Knight, brakeman, had a finger crushed while coupling engine to car.

*October 28.* — Boston: Wm. H. White, brakeman, had his finger jammed while coupling cars.

*October 29.* — Lynn: Allen Keating, trespasser, was stealing a ride on train and fell from same while it was in motion, badly crushing his foot.

*October 29.* — North Lawrence: Simon Rogers tried to cross track in front of engine and was struck by same, crushing his leg below the knee.

*November 2.* — Mystic wharf: Arthur P. Rice, trespasser, stepped in between two cars which were being pulled down the track by a rope, to uncouple the same, when he was run over and his foot crushed.

*November 2.* — Boston: Frank H. Clark, brakeman, fell from top of box car to ground and injured his back.

*November 2.* — Bedford: W. S. Nutting, brakeman, had a finger jammed while coupling engine to cars.

*November 9.* — South Lawrence: C. L. Brown, brakeman, while coupling engine to car, had his hand somewhat bruised.

*November 12.* — Hamilton and Wenham: C. M. Bixby, switchman, while trying to get between cars, got caught in guard rail and derailed car; he was thrown under cars, his arm was broken and he was badly shaken up.

*November 12.* — Union Terminal: L. C. Pike, trespasser, was found just outside of train shed, with both legs crushed and head bruised; probably run over by shifter.

*November 14.* — East Somerville: Robt. Barton, while walking over tracks at crossing, was struck by engine and fatally injured.

*November 15.* — Beverly: Hollis Russell, trespasser, was found on track in a dazed condition, with his face badly bruised; supposed to have been stealing a ride on freight train, and fell off.

*November 15.* — Swampscott: John Coughlin, passenger, while passing from one car to another, when train was in motion, fell from platform and was somewhat injured.

*November 15.* — Mystic wharf: C. G. Whitney, brakeman, had his arm jammed while coupling.

*November 19.* — Lowell: L. A. Steadman, brakeman, while climbing side ladder of caboose, was struck by car on side track and fell to the ground, bruising his head and spraining his shoulder.

*November 19.* — Lynn: W. H. Bearse, passenger, fell from car and was dragged some distance, injuring his shoulder and breaking one rib.

*November 20.* — Newburyport: Michael Kelliher, passenger, in passing from one car to another, was blown from platform into river and drowned.

*November 20.* — South Lawrence: Henry J. Pinliot, brakeman, had his finger jammed while coupling cars.



*November 21.* — Oakdale: T. G. Briggs, brakeman, had a finger bruised while coupling engine to car.

*November 21.* — Somerville Highlands: William Nixon, trespasser, attempting to board moving train, fell, was run over and fatally injured.

*November 21.* — Greenfield: Chas. McDonald, switchman, while coupling engine to car, caught his leg between draw-bars and jammed it badly.

*November 22.* — Andover: Mamie Mullen, trespasser, while crossing tracks in front of station, was struck by engine and instantly killed.

*November 22.* — North Lawrence: Eli J. Decker, brakeman, while riding on top of box car, was struck by painters' staging, suspended from foot-bridge, and thrown to the ground; his right wrist and ankle were sprained.

*November 22.* — Ware: J. Lagers, brakeman, had two fingers crushed while coupling cars.

*November 25.* — Boston: Walter B. Davis, brakeman, had his fingers crushed while coupling cars.

*November 26.* — Pepperell: Daniel Coney attempted to cross track in front of engine, was struck by same and instantly killed.

*November 28.* — Mt. Tom: H. A. Clark, brakeman, while uncoupling engine from car, caught his arm between the same and bruised it badly.

*November 29.* — Graniteville: W. J. Guilfoxy, trespasser, while walking on track, was struck by train and seriously injured.

*November 29.* — Prospect Hill: J. H. Gafney, brakeman, had his knee and hip bruised while coupling cars.

*November 29.* — Boston: W. Boles, brakeman, while throwing switch, lever struck him, causing him to fall on rail; he died a few weeks later.

*November 30.* — Boston: Otis F. Rawson, brakeman, jumped from top of moving box car and sprained his ankle.

*December 5.* — Salem: M. J. McCormack, brakeman, while climbing side ladder of box car, struck a telegraph pole, causing him to fall; his hip and knee were bruised and one finger broken.

*December 5.* — North Lawrence; Harry Luther, brakeman, had a finger jammed while coupling cars.

*December 7.* — Newburyport: Dennis Donahue, section man, while assisting to lift hand car from track, was struck by engine and thrown on track, badly bruising his knees.

*December 8.* — Raddins: Josephine Demontie, trespasser, while walking on track, was struck by engine and badly injured.

*December 8.* — West Peabody: Benj. L. Pettingill, employee, while throwing switch, was struck by car, badly cutting his head.

*December 8.* — South Lawrence: Jos. J. Berry, brakeman, had his hand bruised while coupling cars.

*December 10.* — Newburyport: James Kelley, trespasser, in attempting to board moving train, fell, bruising his hip and sides.

*December 11.* — North Lawrence: James D. Brown, brakeman, while standing on car steps and leaning out to give engineer motion, struck bridge, which knocked him off car; his arm was badly crushed, necessitating amputation, and his head was bruised.

*December 12.* — Greenfield: Geo. E. Barto, brakeman, while coupling cars, pin flew from draw-bar, inflicting a severe gash in his forehead.

*December 12.* — Ayer: Joseph Conway, brakeman, while climbing side ladder of car, was caught between car and building and jammed about the shoulders.

*December 13.* — Ware: J. Meyette, employee, while walking on top of box



car, fell between two cars and was run over; his left foot was crushed and his face bruised.

*December 14.* — Holyoke: Mrs. J. H. Smith, passenger, stepped from moving train, fell and hurt her side.

*December 14.* — Chelsea: Nilan Sandiogian, trespasser, while walking on track, was struck by engine and badly injured.

*December 14.* — Worcester: John McCarthy, employee of Worcester Coal Company, was caught between cars and badly jammed, from which injury he died a few days later.

*December 15.* — North Littleton: the body of an unknown man, trespasser, was found on top of a box car on arrival of train at Ayer.

*December 16.* — Mystic wharf: Elmer E. Gray, brakeman, had his hand jammed while coupling cars.

*December 16.* — North Lawrence: Geo. W. Smart, brakeman, had his left arm broken and shoulder fractured while coupling cars.

*December 17.* — Worcester: employee had two fingers jammed while coupling cars.

*December 19.* — Arlington: Fred L. Diman attempted to cross track in front of approaching train, was struck by same and fatally injured.

*December 19.* — Boston: Newton H. Ryan, brakeman, while coupling cars, was caught between same and badly jammed.

*December 20.* — Still River: M. E. Roberts, laborer, while cleaning snow from switch, was struck by engine and his leg was broken.

*December 24.* — Lowell: Chas. Howard, trespasser, while crawling under cars, was run over by the same and fatally injured.

*December 24.* — Boston: John A. Winchester, brakeman, fell between cars and sprained his back.

*December 26.* — North Lawrence: Thos. N. Doughtney had his thumb on right hand sprained, and Albee Greeley had his side injured, in rear-end collision at North Lawrence.

*December 29.* — North Lawrence: Joseph J. Berry, brakeman, had thumb on left hand crushed while coupling cars.

*December 30.* — Lynn: F. W. Weeks, in attempting to cross track in front of engine, was struck by same and killed.

*December 30.* — Northampton: Edw. McConville, brakeman, had his hand crushed while coupling cars.

*Jan. 2, 1899.* — North Lawrence: D. F. Ryan, conductor, caught his foot between car steps and a switch stand and badly sprained his ankle.

*January 3.* — Lynn: Hannah Smith, trespasser, walking on track ahead of train, stepped from track and sat down between rails; she was struck by engine and her head badly cut.

*January 3.* — Groveland: James Russell, brakeman, went in between cars to couple on hose, when cars were started, and his left foot was run over and badly jammed.

*January 3.* — South Lawrence: W. J. McKenna, trespasser, attempting to board moving train, fell and was run over; his hand was badly crushed.

*January 4.* — Worcester: Michael Maloney, trespasser, while walking on track, was struck by car and instantly killed.

*January 5.* — Mystic wharf: Patrick J. Callahan, brakeman, had his arm crushed while coupling cars.

*January 7.* — Boston: Frank M. Morris, brakeman, while hanging onto side of box car, struck switch stand, badly bruising his leg and hip.

*January 7.* — Lowell: Napoleon Cook, brakeman, was blown from top of box car; his wrist was sprained and he was badly shaken up.

*January 8.* — East Cambridge: W. H. Juby, brakeman, while coupling cars, pin flew out and struck him in the head, making a bad cut.

*January 9.* — Ayer: D. S. Swett, F. J. Maguire and H. D. Smith, employees, were more or less injured on account of train breaking apart and coming together again; men were in the caboose, and were thrown from same.

*January 9.* — East Somerville: Thomas Daly, trespasser, attempting to cross track in front of engine, was struck by same, crushing his left leg and bruising side of his head.

*January 10.* — Lowell Junction: Mathews Owen, trespasser, while walking on track, was struck by engine and killed.

*January 10.* — Everett: Wm. Hucker, trespasser, while walking on track, was struck by engine and received internal injuries; also injuries to his head and leg.

*January 12.* — Mystic wharf: Arthur E. Hathaway, brakeman, while coupling engine to car, had his thumb badly jammed.

*January 12.* — Springfield: Michael Finn, brakeman, had a finger crushed while coupling cars.

*January 13.* — Everett: train struck a car of the Boston Elevated Railway Company on Main Street crossing, causing considerable damage to electric car; the car became stalled on crossing, and before it could be moved was struck by train; passengers on car had all alighted before the collision, and no one was injured.

*January 13.* — Northampton: Richard Murray, switchman, stepped from moving engine, was thrown down and his face badly cut.

*January 13.* — Northampton: J. Craven, brakeman, while climbing down box car, struck a switch stand and was knocked to the ground; he was badly shaken up and bruised.

*January 14.* — Mystic wharf: Edward Daley, brakeman, while climbing down side ladder of car, struck switch stand, bruising his right side and shoulder.

*January 15.* — Somerville: Frank J. Patterson, brakeman, had his finger jammed while coupling cars.

*January 16.* — Arlington: Geo. Barnum, in attempting to board moving train, fell and sprained his wrist.

*January 19.* — Greenwood: Mrs. A. P. Crocker, while crossing tracks, was struck by approaching train and killed.

*January 19.* — Mystic wharf: Wm. J. Wright, brakeman, was thrown from a car and seriously injured internally; cause, car derailed.

*January 20.* — Prospect Hill: C. E. McCarthy, brakeman, had his fingers jammed while coupling cars.

*January 21.* — West Medford: Samuel Gregory, passenger, in attempting to board train while in motion, fell and was badly shaken up.

*January 21 or 22.* — Swampscott: Timothy Connors, trespasser, while walking on track, was struck by engine and fatally injured.

*January 21.* — East Boston: Daniel S. West, brakeman, had his hand crushed while coupling cars.

*January 24.* — Union Station: Alvin Murray, brakeman, had a finger jammed while coupling engine to car.

*January 24.* — Revere: J. Hines, brakeman, while throwing switch, was struck by engine, injuring his hip and ribs.

*January 27.* — Boston: Frank White, brakeman, while uncoupling cars, fell and was somewhat injured.

*January 28.* — Union Station: Frank D'Arcy, passenger, opened platform gate and alighted from wrong side of train; draft was backing from station, and struck him, crushing his foot badly.

*January 31.* — East Somerville: J. A. Winchester, brakeman, had his right arm jammed while coupling.

*February 1.* — Springfield: James Hoar, brakeman, while coupling, was caught between cars and injured his shoulders and arms.

*February 1.* — East Boston: Alfred Rogers, brakeman, jumped from moving car and sprained his ankle.

*February 2.* — Salem: David P. Boucher, employee, slipped and fell from top of box car and bruised his leg and arm.

*February 2.* — South Lawrence: Ernest M. Fox, brakeman, had his finger jammed while coupling engine to car.

*February 2.* — Worcester: Joseph Loffoil, freight brakeman, jumped off moving train and fractured his ankle.

*February 3.* — West Lynn: Henry Shourard, laborer, while unloading bal-  
last from dump car, had his wrist broken, caused by car tipping and throwing him to the ground.

*February 3.* — Salem: John J. Hughes attempted to drive across tracks ahead of train, but engine struck wagon, damaging it some and throwing him to the ground, causing slight scalp wound.

*February 4.* — South Lawrence: William H. Kay, brakeman, while riding on top of train, struck Salem Street bridge, cutting forehead slightly.

*February 4.* — Woburn: John Gillis, trespasser, while walking on track, was struck by car step and thrown to the ground, spraining his leg.

*February 5.* — Bleachery: D. N. Safford, brakeman, had right hand badly jammed while coupling car to engine.

*February 6.* — Boston: Matthew Castle stepped off train as it was drawing out of station and was thrown to platform, causing a slight scalp wound.

*February 6.* — Reading: S. W. Goodland, brakeman, had pulled pin between cars of train and stepped back in front of No. 14; he was struck by engine and killed.

*February 7.* — Boston: E. W. Boynton, fireman, had forefinger of left hand crushed while pulling pin between engine and car.

*February 8.* — East Somerville: Chas. W. Davis, brakeman, was thrown down in caboose and cut over his eye by cars coming together hard while train was being made up.

*February 8.* — East Cambridge: J. E. Bagwell, brakeman, while staking a car, had his side bruised by being caught between engine and car.

*February 10.* — East Cambridge: A. Mattison, brakeman, slipped and fell from car, was caught in wheels and killed.

*February 10.* — Mystic wharf: G. F. Bruce, brakeman, while coupling, was caught between cars and had arm and side bruised.

*February 10.* — Graniteville: F. Presly, brakeman, was coupling cars, when link broke and a piece struck his head, making a slight wound.

*February 11.* — South Lawrence: Wm. H. Kay, brakeman, in attempting to couple cars, caught and jammed his thumb and forefinger of the right hand.

*February 11.* — Holyoke: F. L. Muzzy, brakeman, caught and bruised his arm between dead-woods while coupling cars.

*February 13.* — Revere: D. A. Dixon, brakeman, in attempting to couple engines, slipped and jammed foot between step and pilot.

*February 13.* — Wenham: William Norton, section man, was in plough when it struck an obstruction on track, which caused lever to flange to strike his forearm, breaking a small bone.

*February 14.* — Epping: in collision at crossing in Epping the following persons were more or less injured: M. W. Renniston, section man, hand and body; Michael Morley, section man, head and back; Hugh F. Lyons, section man, foot; Chas. Brothers, section man, head.

*February 14.* — Lawrence Junction: J. Desmond, laborer, was riding in plough, when it became derailed and engine ran into side of it; his arm was somewhat hurt.

*February 14.* — Gloucester: Isaac Williams, engineer, was badly bruised in a collision of two snow ploughs.

*February 15.* — Lynn: Thomas Burke, employee, fell from snow bank and was struck by car steps, bruising his hip.

*February 16.* — North Andover: Chas. F. Hoyt, fireman, was cut about his face by flying glass from cab window.

*February 17.* — Arlington: William Irwin, trespasser, while walking on track, was struck by engine and killed.

*February 17.* — Lynn: James Farmer, passenger, in alighting from car, slipped and fell and was quite seriously injured.

*February 18.* — Lawrence: William Flathers, trespasser, while walking on track, was struck by engine No. 221 and thrown against fence, bruising his head somewhat.

*February 20.* — Salem: Albert Laforturs, passenger, jumped from train while it was in motion, and cut his head quite badly.

*February 21.* — Lowell: John McKenzie, brakeman, while coupling, had two fingers on right hand jammed.

*February 22.* — Boston: J. E. Logue, conductor, in attempting to pull pin, fell between cars, breaking his arm between elbow and shoulder.

*February 22.* — Worcester: Mrs. Margaret Moylan, trespasser, on track, was struck by engine and fatally injured.

*February 23.* — Lexington: G. Mullen, brakeman, had third finger on left hand crushed while coupling cars.

*February 25.* — Lexington: W. B. Tabb, brakeman, while coupling, caught and jammed forefinger on left hand.

*February 25.* — Lynn: Henry Soucey, trespasser (school boy), fell from car which was standing in yard and cut his head somewhat.

*February 28.* — Worcester: Chas. O'Connor, brakeman, while coupling cars, caught and crushed his arm.

*February 28.* — South Lawrence: Walter W. Williamson, brakeman, stepped on link of coupling between engine and car, and when engine backed, his left heel was caught between draw-bars and slightly bruised.

*February 28.* — Mt. Tom: C. E. Snow, brakeman, while walking beside car which was being backed in to couple, was caught between platform and car and fatally injured.

*March 1.* — Beverly: John Cleaves, trespasser (school boy), while playing about cars, was caught between them and freight house platform and somewhat injured.

*March 1.* — East Somerville: John Romeo, brakeman, while coupling, caught and bruised his knee.



*March 2.* — Boston: G. L. Huff, brakeman, while coupling cars, crushed thumb of left hand.

*March 2.* — Boston: H. S. Atkinson, brakeman, in coupling engine to car, had thumb and two fingers of right hand crushed.

*March 2.* — North Lawrence: Harry Luther, brakeman, while riding on top of car, struck overhang of freight house, slightly injuring his head.

*March 3.* — Somerville Junction: Geo. W. Stetson and Annie Flaherty, passengers, were struck by flying pieces of glass broken from car window by some unknown cause; Stetson was badly cut and Annie Flaherty was slightly cut.

*March 7.* — West Medford: Mrs. Jason Fuller, passenger, in alighting from moving train, was thrown down on station platform and her wrist sprained.

*March 7.* — Merrimack Street, Lowell: Victor Cyr, yard brakeman, while setting up brakes on derailed cars, caught his foot between foot-board of car and side of building, into which the car ran, crushing one toe of left foot and bruising right leg.

*March 8.* — Chicopee Junction: P. F. Burke, while driving over crossing at Chicopee Street, was struck by engine; the wagon was completely wrecked, horse not injured, and Burke's head, hips, shoulder and right arm were bruised.

*March 8.* — Medford Hillside: E. T. Shepard, brakeman, in getting on car, fell under it and wheels crushed his left foot.

*March 10.* — Bell Rock: Peter Costello, trespasser (eleven years), was struck and instantly killed by engine.

*March 11.* — Boston: Chas. B. Harris, conductor, when running alongside of train to uncouple cars, fell over a switch rod and injured his knee cap.

*March 11.* — Peabody: Howard Severance, in an attempt to board a moving train, was thrown and somewhat bruised.

*March 11.* — East Somerville: F. B. Thompson, fireman, while taking on coal for engine, was struck by coal bucket and thrown from tender to ground; his arm was broken and his face bruised.

*March 12.* — East Somerville: E. Sherwood, brakeman, while coupling, caught his leg and slightly injured same.

*March 12.* — East Somerville: Frank Packard, brakeman, when pulling pin, caught and bruised a finger between head of pin and draw-bar.

*March 14.* — Salem Junction: F. E. Parker, passenger, stepped off train while it was in motion, was thrown and badly shaken up.

*March 14.* — Northampton: H. A. Moulton, brakeman, in uncoupling engine from train, caught and squeezed his body between dead-wood of car and end of locomotive tender.

*March 16.* — Somerville Junction: R. T. Clark, passenger, jumped from train after it had started from station; extent of injury unknown; was under influence of liquor, and fell upon platform of station.

*March 16.* — Oakdale: Frank Mason, gate man, stepped in to make coupling, and had fingers crushed between draw-bars.

*March 17.* — East Billerica: A. Johansen, brakeman, was found on top of car with his head badly injured; supposed to have struck overhead bridge.

*March 18.* — North Lawrence: Wm. H. Wing, conductor, had index finger of left hand broken while coupling cars.

*March 20.* — North Cambridge Junction: body of Patrick Logan, trespasser, was found in ditch; from all appearances, man had frozen to death.



*March 20.* — Hudson: Henry G. Bean, brakeman, stepped from forward car to tender of locomotive just as fireman swung the water spout around; Bean struck spout and bruised his knee.

*March 21.* — East Somerville: Chas. F. de Rochemont, brakeman, while coupling cars, slightly bruised a finger.

*March 21.* — Worcester: Mary Gilmore, passenger, stepped from train before it stopped, was thrown down and slightly injured.

*March 21.* — Sterling Junction: Hosef George, peddler, was somewhat injured in collision of train with his wagon.

*March 21.* — Peabody: Lorenzo D. Ross, brakeman, after throwing switch, in some way fell under cars; both legs were cut off.

*March 22.* — Oakdale: David Halloran, brakeman, while coupling engine to car, crushed a forefinger.

*March 23.* — Still River: John Reynolds, conductor, was somewhat injured by jumping from his train when extra freight collided with rear end.

*March 29.* — Springfield: J. T. Sheehan, brakeman, had his left hand crushed while coupling cars.

*March 29.* — Mystic wharf: John Watson, engineer, jumped from his engine as it was derailed, injuring his face and one hand.

*March 31.* — Medford Hillside: unknown man, trespasser, while walking on outward track between Tufts College and Medford Hillside, was struck and killed by train.

*April 1.* — North Cambridge Junction: Patrick Quinn, trespasser, walking on track, was struck by engine and fatally injured.

*April 3.* — Woburn: W. H. DeLoria, brakeman, while on top of moving car, was caught by an overhead wire and thrown from top of car to ground; probably fatally injured.

*April 4.* — Worcester: Joseph L. Lafford, brakeman, while coupling cars, was caught between the ends of same and received severe internal injuries.

*April 8.* — Ware: C. H. Graves, brakeman, stepped in between two cars to couple them, when more cars were run down into train; it is thought that when cars came together he was knocked under the wheels; he was run over and fatally injured.

*April 8.* — Amherst: E. D. Sampson, brakeman, had his fingers jammed while coupling cars.

*April 13.* — Boston: Jas. A. Hazlett, brakeman, had two fingers badly bruised while coupling.

*April 15.* — Springfield: unknown man, in attempting to board moving train, fell, was run over and killed.

*April 17.* — Wakefield: Ashley E. Cooper, employee of Boston Ice Company, while loading cars at ice house, attempted to couple them, when he was caught between cars and his left arm crushed.

*April 18.* — Wakefield Junction: David Quinlan, freight conductor, while walking on track, was struck by engine and killed.

*April 18.* — Haverhill: Frank McSorley, trespasser, while walking on track, was struck by engine and killed.

*April 19.* — Northampton: John T. Connelly, brakeman, had his right elbow bruised while coupling cars.

*April 20.* — Greenfield: Chas. McDonald, brakeman, had a finger jammed while coupling engine to car.

*April 27.* — Wilmington: Patrick J. Fitzgerald, trespasser, while walking on track, was struck by engine and fatally injured.

*April 29.* — Salem: Geo. D. Porter, employee, while coupling, engine started and he was caught between dead-woods and his side jammed

*April 29.* — Mystic wharf: Alfred O. Copeland, brakeman, while going down side ladder of car, was struck by switch stand and thrown to ground; his face and head were bruised and knee injured.

*May 1.* — East Somerville: Chas. A. Kennard, conductor, walked around gates and directly in front of engine; was struck and injured about the head.

*May 1.* — Boston: J. Hartnon, passenger, fell or was knocked from moving train, was run over and fatally injured.

*May 1.* — Lexington: W. T. Taylor attempted to board train while in motion, fell and sustained a slight injury to his ankle and a general shaking up.

*May 3.* — Lynn: Nathan B. Lowe, brakeman, while coupling engine to car, pin flew out and struck his head, badly injuring the same.

*May 3.* — Lowell: Joseph Pelky, brakeman, while coupling cars, had his hand badly crushed.

*May 3.* — Boston: Chas. B. Harris, conductor, while walking on top of train, cars broke apart and he fell down between same, injuring his back and knee.

*May 3.* — Greendale: Mrs. Leonard L. Lane, trespasser, while walking on track, was struck by engine and thrown down embankment; her leg was broken and she was generally shaken up.

*May 5.* — Mystic wharf: Jos. J. Kane, conductor, while riding on side step of car, struck switch stand and was thrown to ground, injuring his hip.

*May 5.* — Northampton: John E. Temple, brakeman, had the ends of two fingers jammed while coupling cars.

*May 6.* — Springfield: Fred J. Bently, employee, had a finger jammed while coupling engine to car.

*May 6.* — Springfield: Forrest S. Glidden, brakeman, struck an overhead bridge and cut his head.

*May 6.* — Oakdale: L. M. Cross, brakeman, had a finger jammed while coupling cars.

*May 8.* — Winchester: Samuel Kenigan, trespasser, was struck by engine while walking on track, and broke his arm.

*May 8.* — Swampscott: Maurice Barker, trespasser, while stealing ride on train, fell between cars, was run over and killed.

*May 8.* — Oakdale: O. J. Callon, brakeman, in attempting to set brake on top of box car, wheel came off and he fell to the ground and was seriously injured.

*May 9.* — Pepperell: Ed. Joyal, employee, fell from top of a moving car and was fatally injured.

*May 9.* — Salem: David P. Boncher, brakeman, had a finger crushed while coupling cars.

*May 10.* — Charlestown yard: Wm. J. O. Blake, brakeman, while climbing up side ladder in box car, fell, bruising his side, arm and thigh.

*May 10.* — Charlestown yard: Wm. H. White, brakeman, had his finger crushed while coupling cars.

*May 13.* — Woburn: Thomas F. Ward, passenger, jumped from moving train, bruising his arm and leg and injuring him internally.

*May 13.* — Holyoke: Ed. Braine, brakeman, while boarding moving train, struck a switch stand and was thrown to ground, bruising his hip and knee.

*May 16.* — Prospect Hill: Thos. D. Celler, conductor, had a finger jammed while coupling cars.

*May 18.* — Boston Terminal: David Callahan, employee, while crossing drawbridge, was struck by engine and instantly killed.

*May 21.* — Mystic wharf: Elmer E. Henry, brakeman, while coupling cars, was caught between same and badly jammed about the body.

*May 22.* — Summit: unknown man, trespasser, while walking on track, was struck by engine and killed.

*May 22.* — Bradford: John Dunn, trespasser, while walking on track, was struck by train and fatally injured.

*May 22.* — Charlestown yard: W. E. Malone, brakeman, while riding on side of car, struck switch stand and was thrown to ground, bruising his right leg and knee.

*May 24.* — Somerville Junction: unknown man, trespasser, was found between tracks, dead; supposed to have been run over by passing train.

*May 29.* — East Somerville: Peter Dunn, trespasser, while walking on track, was struck by engine and injured about the head.

*May 31.* — Holyoke: Jas. Dean, employee, while crossing train, slipped on link between draw-bars; cars came together and crushed his foot badly.

*June 1.* — East Boston: Harry Jacobson, trespasser, while playing about the cars, was run over and his ankle badly cut.

*June 2.* — Salem: Con. McCarthy, attempting to cross track ahead of engine, was struck by same and instantly killed.

*June 3.* — Arlington Heights: Bridget Geoghgan, passenger, fell from moving train and fractured her collar bone.

*June 8.* — Haverhill bridge: H. A. Harriman, brakeman, had a finger jammed while coupling cars.

*June 11.* — Charlestown yard: H. C. Lorensen, brakeman, in attempting to board moving engine, fell under wheels, was run over and instantly killed.

*June 13.* — Charlestown yard: Jas. A. Merrill, conductor, while climbing side ladder on box car, struck another car on a siding and was thrown to the ground; his head was cut and shoulder scraped.

*June 13.* — Springfield: Chas. Holmes, employee, while running over top of car, tumbled and fell to ground; his ankle was broken and his head cut and bruised.

*June 15.* — Holyoke: unknown man, trespasser, while walking on track was struck by engine and instantly killed.

*June 19.* — Salem: David P. Boucher, brakeman, had his finger crushed while coupling cars.

*June 20.* — Swampscott: A. H. Pickering, while crossing tracks in front of station, was struck by engine and instantly killed.

*June 22.* — East Somerville: unknown man, trespasser, while walking on track, was struck by engine and killed.

*June 23.* — Lancaster: W. E. Fyfe and Mrs. Dora Plummer, while driving across tracks at crossing, team was struck by engine and both were instantly killed.

*June 26.* — Malden: Harry Landick and Inez Dunham, trespassers, while playing on track, were struck by engine and both seriously injured.

*June 29.* — Lowell: Geo. N. Shay, brakeman, fell from top of box car and struck on rail; he was badly shaken up, one rib fractured and a cut over eye.

*June 29.* — Charlestown: Chas. A. Plant, brakeman, had his wrist bruised while coupling cars.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Tristram A. Mackinnon, *First Vice-President and General Manager*, Boston, Mass. William F. Berry, *Second Vice-President and General Traffic Manager*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. William J. Hobbs, *General Auditor*, Boston, Mass. Frank Barr, *Assistant General Manager*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *General Freight Agent*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Richard Olney, Boston, Mass. Alvah W. Sulloway, Franklin, N. H. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Henry R. Reed, Boston, Mass. Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass. Henry F. Dimock, New York, N. Y. William Whiting, Holyoke, Mass. Alexander Cochrane, Boston, Mass. Charles M. Pratt, New York, N. Y.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,  
HENRY R. REED,  
RICHARD OLNEY,  
LEWIS CASS LEDYARD,  
A. W. SULLOWAY,  
WILLIAM WHITING,  
JOSEPH S. RICKER,  
JOSEPH H. WHITE,  
ALEXANDER COCHRANE,

*Directors.*

HERBERT E. FISHER,

*Assistant Treasurer.*

TRISTRAM A. MACKINNON,

*First Vice-President and General Manager.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 24, 1899. Then personally appeared the above-named Lucius Tuttle, Henry R. Reed, Richard Olney, Lewis Cass Ledyard, A. W. Sulloway, William Whiting, Joseph S. Ricker, Joseph H. White and Alexander Cochrane, directors, Herbert E. Fisher, assistant treasurer, and Tristram A. Mackinnon, first vice-president and general manager, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,

*Justice of the Peace.*

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Approved.

GEO. H. POOR,

*Commissioner for Massachusetts.*

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1899.

Cr.		
Amount on hand as per report of June 30, 1898, . . . . .		\$1,287 39
Annual payment to sinking fund by the Boston & Maine Railroad Company for the year ending Sept. 1, 1898, . . . .		100,000 00
Amount of excess of cost of certificates of indebtedness over the fair value fixed by the trustees, received from the Boston & Maine Railroad Company Oct. 21, 1898, . . . .		3,517 82
Interest on deposit at the National Shawmut Bank June 30, 1899,		327 29
		<hr/> \$105,132 50
Dr.		
Cost of certificates of indebtedness purchased Oct. 27, 1898 (\$86,000 and £200), . . . . .	\$103,537 11	
Accrued interest paid, . . . . .	811 75	
	<hr/> \$104,348 86	
Balance on hand June 30, 1899, deposited at the National Shawmut Bank, . . . . .	783 64	
	<hr/>	\$105,132 50

W. P. PHILLIPS,  
CHARLES R. CODMAN,  
CHARLES U. COTTING,  
*Trustees Eastern Railroad.*

BOSTON, June 30, 1899.

*To the Railroad Commissioners of Massachusetts.*

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1899, were as follows:—

Certificates of indebtedness payable in sterling money	
of Great Britain, . . . . .	£319,600
Certificates payable in gold dollars of the United States,	\$6,831,000
Scrip certificates, . . . . .	21 cents.

The above shows a decrease from amount last reported of \$86,000 and £200, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

W. P. PHILLIPS,  
CHARLES R. CODMAN,  
CHARLES U. COTTING,  
*Trustees Eastern Railroad.*

BOSTON, June 30, 1899.



# RETURN

## OF THE

### BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$489,800 00
Dividends received on stocks owned, . . . . .	400 00
GROSS INCOME, . . . . .	\$490,200 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$3,863 41
Interest on funded debt, . . . . .	86,800 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	90,663 41
NET DIVISIBLE INCOME, . . . . .	\$399,536 59
Dividends declared (10 per cent), . . . . .	400,000 00
Deficit for the year ending June 30, 1899, . . . . .	\$463 41
Amount of surplus June 30, 1898, . . . . .	78,996 27
Credits to profit and loss account during the year: settlement of accounts, . . . . .	2,231 36
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$80,764 22

GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$5,046,088 30
Cost of equipment, . . . . .	871,234 35
Lands in Massachusetts, . . . . .	82,183 94
Stock of Providence, Warren & Bristol Railroad Company, . . . . .	\$158,505 00
Stock of Union Freight Railroad Company, . . . . .	79,014 42
Stock of Boston Terminal Company, . . . . .	100,000 00
	337,519 42
TOTAL PERMANENT INVESTMENTS, . . . . .	\$6,337,026 01
Cash, . . . . .	\$151,788 21
Other cash assets, . . . . .	10,090 00
TOTAL CASH AND CURRENT ASSETS, . . . . .	161,878 21
TOTAL, . . . . .	\$6,498,904 22

LIABILITIES.		Cr.
Capital stock, . . . . .		\$4,000,000 00
Funded debt, . . . . .		2,170,000 00
Current liabilities:		
Dividends not called for, . . . . .	\$3,640 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	44,500 00	
Dividend due and unpaid (due July 1), . . . . .	100,000 00	
Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Company, . . . . .	100,000 00	
TOTAL CURRENT LIABILITIES, . . . . .		248,140 00
Profit and Loss balance (surplus), . . . . .		80,764 22
TOTAL, . . . . .		\$6,498,904 22
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$4,000,000 00	
Capital stock authorized by votes of company, . . . . .	4,000,000 00	
Capital stock issued and outstanding, . . . . .		\$4,000,000 00
Number of shares issued and outstanding, . . . . .	40,000	
Number of stockholders, . . . . .	1,683	
Number of stockholders in Massachusetts, . . . . .	1,364	
Amount of stock held in Massachusetts, . . . . .	\$3,392,700 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds (plain), . . . . .	Per Cent. 4	July 1, 1918, .	\$2,170,000 00	\$85,780 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 41.500	Miles. 38.310
Length of branch line, . . . . .	21.140	16.580
TOTAL LENGTH OF LINE OWNED, . . . . .	62.640	54.890
Length of second track, . . . . .	54.590	51.400
Length of third track, . . . . .	11.810	9.660
Length of fourth track, . . . . .	11.340	9.190
Length of side track, etc., . . . . .	84.030	59.260
TOTAL LENGTH OF TRACK OWNED, . . . . .	224.410	184.400

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,  
ROOM 526, BOSTON TERMINAL, BOSTON, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Benjamin B. Torrey, *Treasurer*  
and *Clerk of Corporation*, Room 526, Boston Terminal, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston, Mass. Edward  
W. Hooper, Cambridge, Mass. Charles P. Bowditch, Boston, Mass. Robert I.  
Gammell, Providence, R. I. George A. Gardner, Boston, Mass. John C. Gray,  
Boston, Mass.

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We hereby certify that the statements contained in the foregoing return are  
full, just and true.

ROYAL C. TAFT,  
ROBT. H. STEVENSON,  
EDWARD W. HOOPER,  
CHARLES P. BOWDITCH,  
GEO. A. GARDNER,  
ROBERT I. GAMMELL,  
*Directors.*  
B. B. TORREY,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 7, 1899. Then personally appeared the above-  
named Royal C. Taft, Robert H. Stevenson, Edward W. Hooper, Charles P.  
Bowditch, George A. Gardner, Robert I. Gammell and B. B. Torrey, and sev-  
erally made oath that the foregoing certificate by them subscribed is, to the  
best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,  
*Justice of the Peace.*

## RETURN

OF THE

## BOSTON, REVERE BEACH &amp; LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$270,717 91
Operating expenses, . . . . .	223,500 70
NET EARNINGS FROM OPERATION, . . . . .	\$47,217 21
Miscellaneous income, less expense of collecting: sale of old material, rents, etc., . . . . .	18,097 27
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$65,314 48
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$39,695 00	
Interest and discount on unfunded debts and loans, . . . . . 1,488 45	
Taxes, . . . . . 7,131 03	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	48,314 48
NET DIVISIBLE INCOME, . . . . .	\$17,000 00
Dividends declared during the year:	
January 1, 1899, 1 per cent, . . . . . \$8,500 00	
July 1, 1899, 1 per cent, . . . . . 8,500 00	
TOTAL DIVIDENDS DECLARED, . . . . .	17,000 00
Amount of surplus June 30, 1898, . . . . .	\$57,790 61
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$57,790 61

## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$280,330 61		
Deductions:			
Excess fares refunded, . . . . .	. . . . .	\$9,612 70	
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$270,717 91
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$270,717 91

## EXPENSES OF OPERATION.

<b>General expenses :</b>	
Salaries of general officers, . . . . .	\$8,520 00
Salaries of clerks and attendants, . . . . .	3,307 92
General office expenses and supplies, . . . . .	1,440 74
Insurance, . . . . .	2,859 58
Law expenses, . . . . .	24 00
Stationery and printing (general offices), . . . . .	1,476 60
Other general expenses: band concerts, etc., . . . . .	503 31
<b>TOTAL, . . . . .</b>	<b>\$18,132 15</b>
<b>Maintenance of way and structures :</b>	
Repairs of roadway, . . . . .	\$21,246 98
Renewals of ties, . . . . .	1,457 41
Repairs and renewals of bridges and culverts, . . . . .	799 95
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	36 55
Repairs and renewals of buildings and fixtures, . . . . .	8,129 00
<b>TOTAL, . . . . .</b>	<b>\$31,669 89</b>
<b>Maintenance of equipment :</b>	
Repairs and renewals of locomotives, . . . . .	\$11,099 60
Repairs and renewals of passenger cars, . . . . .	18,889 35
Repairs and renewals of marine equipment, . . . . .	2,373 96
<b>TOTAL, . . . . .</b>	<b>\$32,362 91</b>
<b>Conducting transportation :</b>	
Engine and roundhouse men, . . . . .	\$17,159 40
Fuel for locomotives, . . . . .	15,600 96
Water supply for locomotives, . . . . .	3,553 33
Oil, tallow, waste and other supplies for locomotives, . . . . .	859 04
Train service, . . . . .	29,016 60
Train supplies and expenses, . . . . .	1,683 70
Switchmen, flagmen and watchmen, . . . . .	17,157 15
Telegraph expenses, . . . . .	1,163 47
Station service, . . . . .	18,838 05
Station supplies, . . . . .	9,170 38
Loss and damage, . . . . .	37 50
Injuries to persons, . . . . .	2,387 00
Operating marine equipment, . . . . .	20,222 61
Advertising, . . . . .	1,686 56
Stationery and printing, . . . . .	2,800 00
<b>TOTAL, . . . . .</b>	<b>\$141,335 75</b>
<b>Recapitulation :</b>	
General expenses, . . . . .	\$18,132 15
Maintenance of way and structures, . . . . .	31,669 89
Maintenance of equipment, . . . . .	32,362 91
Conducting transportation, . . . . .	141,335 75
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$223,500 70</b>
Percentage of operating expenses to gross earnings, . . . . .	82.56



## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		Dr.
Cost of road, . . . . .		\$1,444,927 38
Cost of equipment, . . . . .		220,907 43
Real estate, . . . . .		85,627 00
Other permanent property: ferry boats, . . . . .		73,000 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$1,824,461 81</b>
Cash, . . . . .	\$25,351 23	
Due from solvent companies and individuals, . . . . .	551 05	
Other cash assets, . . . . .	36,240 90	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>62,143 18</b>
Materials and supplies, . . . . .		11,452 98
<b>TOTAL, . . . . .</b>		<b>\$1,898,057 97</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$850,000 00
Funded debt, . . . . .		850,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$70,000 00	
Audited vouchers and accounts, . . . . .	20,490 38	
Dividends not called for, . . . . .	53 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	50 00	
Miscellaneous current liabilities, . . . . .	20,473 98	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>111,067 36</b>
Miscellaneous accrued liabilities: dividend due July 1, 1899, Sinking and other special funds:		8,500 00
Improvement fund, . . . . .	\$16,000 00	
Injury fund, . . . . .	4,700 00	
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .</b>		<b>20,700 00</b>
Profit and Loss balance (surplus), . . . . .		57,790 61
<b>TOTAL, . . . . .</b>		<b>\$1,898,057 97</b>
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$1,125,000 00	
Capital stock authorized by votes of company, . . . . .	1,125,000 00	
Capital stock issued and outstanding, . . . . .		\$850,000 00
Number of shares issued and outstanding, . . . . .	8,500	
Number of stockholders, . . . . .	303	
Number of stockholders in Massachusetts, . . . . .	274	
Amount of stock held in Massachusetts, . . . . .	\$654,100 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	4½	July 15, 1927,	\$561,000 00	\$25,245 00
Mortgage Winthrop Branch, . . . . .	5	Sept. 1, 1906,	289,000 00	14,450 00
<b>TOTALS, . . . . .</b>			<b>\$850,000 00</b>	<b>\$39,695 00</b>

## SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>	
Amount of injury fund June 30, 1898, . . . . .	\$3,700 00
Additions during the year, . . . . .	1,000 00
<b>TOTAL INJURY FUND JUNE 30, 1899, . . . . .</b>	<b>\$4,700 00</b>
<i>Improvement Fund.</i>	
Amount of improvement fund June 30, 1898, . . . . .	\$16,000 00
<b>TOTAL IMPROVEMENT FUND JUNE 30, 1899, . . . . .</b>	<b>\$16,000 00</b>

## VOLUME OF TRAFFIC, ETC.

<b>Passenger traffic:</b>	
Number of passengers carried paying revenue, . . . . .	3,772,431
Number of passengers carried one mile, . . . . .	19,696,655
Number of passengers carried one mile per mile of road operated, . . . . .	1,416,413
Average length of journey per passenger, . . . . .	5.220 miles.
Average amount received from each passenger, . . . . .	7.170 cents.
Average amount received per passenger per mile carried, . . . . .	1.370 "
Passenger earnings (gross) per mile of road operated, . . . . .	\$20,660 44.000
Passenger earnings (gross) per passenger-train mile run, . . . . .	81.370
<b>Operating expenses:</b>	
Operating expenses per mile of road operated, . . . . .	16,931 87.000
Operating expenses per revenue-train mile run, . . . . .	67.170
<b>Train mileage:</b>	
Miles run by passenger trains, . . . . .	332,694
Total mileage of trains earning revenue, . . . . .	332,694
Miles run by construction and other trains, . . . . .	2,391
Total train mileage, . . . . .	335,085
<b>Fares and freights:</b>	
Average rate of fare per mile on single local tickets, . . . . .	2 cents.
Average rate of fare per mile on commutation tickets, . . . . .	1 cent.
<b>Passengers to and from Boston:</b>	
Number of passengers (including season-ticket) to Boston, . . . . .	1,559,857
Number of passengers (including season-ticket) from Boston, . . . . .	1,566,828
<b>Employees:</b>	
Average number of persons employed, . . . . .	215

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 8.800	Miles. 8.800
Length of branch line, . . . . .	4.400	4.400
<b>TOTAL LENGTH OF LINE OWNED, . . . . .</b>	<b>13.200</b>	<b>13.200</b>
Length of second track, . . . . .	9.500	9.500
Length of side track, etc., . . . . .	3.750	3.750
<b>TOTAL LENGTH OF TRACK OWNED, . . . . .</b>	<b>26.450</b>	<b>26.450</b>

## DESCRIPTION OF RAILROAD OWNED AND OPERATED — Concluded.

RAILROAD OPERATED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	8.800	8.800
Length of branch line, . . . . .	4.400	4.400
TOTAL LENGTH OF LINE OPERATED, . . . . .	13.200	13.200
Length of second track, . . . . .	9.500	9.500
Length of side track, etc., . . . . .	3.750	3.750
TOTAL LENGTH OF TRACK OPERATED, . . . . .	26.450	26.450

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Maximum Weight.	Average Weight.
LOCOMOTIVES.		Lbs.	Lbs.
Passenger, . . . . .	9	76,000	70,000

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars, . . . . .	43	43	43	Miller.
Combination cars, . . . . .	8	8	8	Miller.
TOTAL, . . . . .	51	51	51	
CARS — COMPANY'S SERVICE.				
Gravel cars, . . . . .	12	-	-	
Other cars in company's services, . . . . .	6	-	-	
TOTAL, . . . . .	18	-	-	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 51

## RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of company's railroad with highways at grade, . . . . .	11
Number of highway grade crossings protected by gates, . . . . .	6
Number of highway grade crossings protected by flagmen, . . . . .	5
Number of highway bridges less than 18 feet above track, . . . . .	14
Height of lowest highway bridge above track, . . . . .	12 ft. 6 ins.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	8	-	8	-	8
Other persons,	-	-	3	5	3	5	3	5
TOTALS, .	-	-	3	13	3	13	3	13

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*July 17, 1898.* — David Gillispie of Winthrop, while fishing on Crystal Cove bridge, was struck by a train; his shoulder was badly bruised.

*August 3.* — Thomas Greening of East Boston, while fishing on Wood Island bridge, was struck by a train and thrown into the water; not much injured.

*August 18.* — R. DeAngelis, employee, fell from coal run and was badly bruised.

*September 5.* — James A. Brown walked in front of a train near Ocean Spray station and was instantly killed.

*September 7.* — Nettie Palmer fell down cellar stairs at Crescent Beach station, breaking two ribs.

*September 18.* — John W. King, while walking on Saugus River bridge, was struck by a train and killed.

*November 16.* — T. White, employee, caught his foot in a plank walk and fell, injuring his ankle.

*December 6.* — Fred Nicola, employee, while working on track, was struck by a train and slightly injured.

*Jan. 19, 1899.* — F. B. Estes, employee, fell into pit at Winthrop locomotive house, breaking one rib.

*February 11.* — R. Sacco, employee, had his finger crushed while loading coal on ferry boat.

*May 11.* — A. P. Stevens, employee, while uncoupling locomotive, lost one finger.

*May 20.* — T. White, employee, was slightly injured by having a door fall on him.

*June 2.* — Solomon Crofts of Revere, while crawling under gates at Saratoga Street crossing, East Boston, was struck by a train and so seriously injured that he died the next day.

*June 17.* — Arthur Murray, alias Greason, of New York, was struck by a train at Point of Pines and instantly killed.

*June 19.* — P. L. Norton, employee, while coupling locomotive, caught his finger; not much injured.

*June 22.* — Mary A. Brown, while hurrying for train at Lynn station, fell down stairs; not much injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,  
BOSTON, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry R. Reed, Boston, Mass. Joseph S. Ricker, Portland, Me. Elijah B. Stoddard, Worcester, Mass. Amos F. Breed, Lynn, Mass. Henry F. Hurlburt, Lynn, Mass. John A. Fenno, Newton, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,  
J. S. RICKER,  
A. F. BREED,  
JOHN A. FENNO,  
*Directors.*  
JOHN A. FENNO,  
*Treasurer and Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 26, 1899. Then personally appeared the above-named John A. Fenno and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, MELVIN O. ADAMS,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 26, 1899. Then personally appeared the above-named Melvin O. Adams, J. S. Ricker and A. F. Breed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN A. FENNO,  
*Justice of the Peace.*



## RETURN

OF THE

## CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$11,359 80
Operating expenses, . . . . .	9,019 42
NET EARNINGS FROM OPERATION, . . . . .	\$2,340 38
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans, . . . . .	\$1,872 24
Taxes, . . . . .	313 80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,186 04
NET DIVISIBLE INCOME, . . . . .	\$154 34
Surplus for the year ending June 30, 1899, . . . . .	\$154 34
Amount of surplus June 30, 1898, . . . . .	480 42
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$634 76
EARNINGS FROM OPERATION.	
Freight service: gross receipts from freight, . . . . .	\$11,359 80
GROSS EARNINGS FROM OPERATION, . . . . .	\$11,359 80
EXPENSES OF OPERATION.	
General expenses :	
Law expenses, . . . . .	\$220 00
Stationery and printing (general offices), . . . . .	26 86
TOTAL, . . . . .	\$246 86
Maintenance of way and structures :	
Repairs of roadway, . . . . .	\$1,016 53
Renewals of rails, . . . . .	316 08
Renewals of ties, . . . . .	250 51
TOTAL, . . . . .	\$1,583 12

<b>Maintenance of equipment :</b>		
Repairs and renewals of locomotives, . . . . .	\$1,099 03	
Repairs and renewals of freight cars, . . . . .	194 17	
<b>TOTAL, . . . . .</b>	<b>\$1,293 20</b>	
<b>Conducting transportation :</b>		
Engine and roundhouse men, . . . . .	\$855 13	
Fuel for locomotives, . . . . .	796 50	
Oil, tallow and waste for locomotives, . . . . .	94 19	
Train service, . . . . .	626 90	
Switchmen, flagmen and watchmen, . . . . .	427 87	
Other expenses of conducting transportation: wharfage, .	3,095 65	
<b>TOTAL, . . . . .</b>	<b>\$5,896 24</b>	
<b>Recapitulation :</b>		
General expenses, . . . . .	\$246 86	
Maintenance of way and structures, . . . . .	1,583 12	
Maintenance of equipment, . . . . .	1,293 20	
Conducting transportation, . . . . .	5,896 24	
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$9,019 42</b>	
Percentage of operating expenses to gross earnings, . .	79.39	

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		Dr.
Cost of road, . . . . .		\$20,951 92
Cost of equipment, . . . . .		10,500 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$31,451 92</b>
Cash, . . . . .	\$634 76	
Due from solvent companies and individuals, .	3,758 10	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>4,392 86</b>
<b>TOTAL, . . . . .</b>		<b>\$35,844 78</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$20,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$11,451 92	
Audited vouchers and accounts, . . . . .	3,758 10	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>15,210 02</b>
Profit and Loss balance (surplus), . . . . .		634 76
<b>TOTAL, . . . . .</b>		<b>\$35,844 78</b>
PROPERTY ACCOUNTS.		
Additions to construction account: lands, land damages and fences, . . . . .		\$664 07
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$644 07</b>

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$20,000	00	
Capital stock authorized by votes of company, . . . . .	20,000	00	
Capital stock issued and outstanding, . . . . .			\$20,000 00
Number of shares issued and outstanding, . . . . .	200		
Number of stockholders, . . . . .	9		
Number of stockholders in Massachusetts, . . . . .	9		
Amount of stock held in Massachusetts, . . . . .	\$20,000	00	

VOLUME OF TRAFFIC, ETC.			
Freight traffic:			
Number of tons of freight hauled earning revenue, . . . . .			75,732
Number of tons of freight hauled one mile, . . . . .			108,751
Number of tons of freight hauled one mile per mile of road operated, . . . . .			52,738
Average length of haul per ton, . . . . .			1.436 miles.
Average amount received for each ton of freight, . . . . .			15.000 cents.
Average amount received per ton per mile hauled, . . . . .			10.400 "
Freight earnings (gross) per mile of road operated, . . . . .	\$7,910	72 400	
Freight earnings (gross) per freight-train mile run, . . . . .	2	50.600	
Operating expenses:			
Operating expenses per mile of road operated, . . . . .	6,280	93.400	
Operating expenses per revenue-train mile run, . . . . .	1	99.000	
Train mileage:			
Miles run by freight trains, . . . . .			4,532
Total mileage of trains earning revenue, . . . . .			4,532
Employees:			
Average number of persons employed, . . . . .			4

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massachusetts.
		Miles.	Miles.
Length of main line, . . . . .		1.436	1.436
Length of side track, etc., . . . . .		.781	.781
TOTAL LENGTH OF TRACK OWNED, . . . . .		2.217	2.217
RAILROAD OPERATED.			
Length of main line, . . . . .		1.436	1.436
Length of side track, etc., . . . . .		.781	.781
TOTAL LENGTH OF TRACK OPERATED, . . . . .		2.217	2.217

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Freight, . . . . .	1	1	Lbs. 60,000	Lbs. 60,000
CARS—FREIGHT SERVICE.				
Flat cars, . . . . .	15	—	—	—

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	2
Number of highway grade crossings protected by gates, . . . . .	1
Number of highway grade crossings protected by flagmen, . . . . .	1

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,  
40 WATER STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jonas H. French, *President and General Manager*, 40 Water Street, Boston, Mass. George E. Craig, *Treasurer and Clerk of Corporation*, 40 Water Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jonas H. French, Gloucester (Bay View), Mass. George E. Craig, Walpole, Mass. William H. Pearson, Boston, Mass. Edward O. Merrill, Malden, Mass. Arthur P. Friend, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JONAS H. FRENCH,  
GEORGE E. CRAIG,  
WILLIAM H. PEARSON,  
EDWARD O. MERRILL,  
*Directors.*  
GEORGE E. CRAIG,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 20, 1899. Then personally appeared the above-named Jonas H. French, George E. Craig, William H. Pearson and Edward O. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES E. LEACH,  
*Justice of the Peace.*

# RETURN

## OF THE

### CENTRAL MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$167,157 33
Income from other sources:	
Interest on deposits, . . . . .	\$212 93
From Boston & Maine for maintenance, etc., . . . . .	1,500 00
	1,712 93
GROSS INCOME, . . . . .	\$168,870 26
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$1,500 00
Interest on funded debt, . . . . .	105,000 00
Other expenses and charges upon income:	
interest on equipment, . . . . .	12,592 00
	119,092 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	119,092 00
NET DIVISIBLE INCOME, . . . . .	\$49,778 26
Dividends declared (1½ per cent on preferred stock), . . . . .	59,163 00
Deficit for the year ending June 30, 1899, . . . . .	\$9,384 74
Amount of surplus June 30, 1898, . . . . .	10,901 10
	\$1,516 36
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$1,516 36
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road and equipment, . . . . .	\$9,521,592 33
Cash, . . . . .	3,127 03
	\$9,524,719 36
TOTAL, . . . . .	\$9,524,719 36
LIABILITIES.	CR.
Capital stock, common, . . . . .	\$3,471,100 00
Capital stock, preferred and scrip, . . . . .	3,950,492 33
	\$7,421,592 33
TOTAL CAPITAL STOCK, . . . . .	\$7,421,592 33



Funded debt, . . . . .		\$2,100,000 00
Sinking and other special funds:		
Contingent fund, . . . . .	\$1,184 27	
Expense fund, . . . . .	426 40	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		1,610 67
Profit and Loss balance (surplus), . . . . .		1,516 36
TOTAL, . . . . .		\$9,524,719 36

CAPITAL STOCK.

Capital stock authorized by law, common, . . . . .	\$3,500,000 00	
Capital stock authorized by law, preferred, . . . . .	3,950,912 33	
Total capital stock authorized by law, . . . . .	\$7,450,912 33	
Capital stock authorized by votes of company, common, . . . . .	\$3,500,000 00	
Capital stock authorized by votes of company, preferred, . . . . .	3,950,912 33	
Total capital stock authorized by vote, . . . . .	\$7,450,912 33	
Capital stock issued and outstanding, common, . . . . .		\$3,471,100 00
Capital stock issued and outstanding, preferred, . . . . .		3,944,800 00
Total capital stock outstanding, . . . . .		\$7,415,900 00
Scrip convertible into stock, . . . . .		5,692 33
TOTAL CAPITAL STOCK LIABILITY, . . . . .		\$7,421,592 33
Number of shares issued and outstanding, common, . . . . .	34,711	
Number of shares issued and outstanding, preferred, . . . . .	39,448	
Total number of shares outstanding, . . . . .		74,159
Number of stockholders, common, . . . . .	795	
Number of stockholders, preferred, . . . . .	378	
Total number of stockholders, . . . . .		1,173
Number of stockholders in Massachusetts, common, . . . . .	706	
Number of stockholders in Massachusetts, preferred, . . . . .	333	
Total stockholders in Massachusetts, . . . . .		1,039
Amount of stock held in Massachusetts, common, . . . . .	\$3,222,600 00	
Amount of stock held in Massachusetts, preferred, . . . . .	3,659,200 00	
Total stock held in Massachusetts, . . . . .	\$6,881,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage coupon, . . . . .	5	Oct. 1, 1906, .	\$2,000,000 00	\$100,000 00
Coupon, . . . . .	5	Oct. 1, 1906, .	100,000 00	5,000 00
TOTALS, . . . . .			\$2,100,000 00	\$105,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 98.770	Miles. 98.770
Length of side track, etc., . . . . .	24.000	24.000
TOTAL LENGTH OF TRACK OWNED, . . . . .	122.770	122.770

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,  
BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel N. Aldrich, *President*, Boston, Mass. John W. Weeks, *Vice-President*, Boston, Mass. Henry Hornblower, *Treasurer*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel N. Aldrich, Marlborough, Mass. John W. Weeks, Newton, Mass. George W. Morse, Newton, Mass. Charles E. Sweet, Newton, Mass. Ephraim Stearns, Waltham, Mass. George Van Dyke, Lancaster, N. H. Robert S. Bradley, Boston, Mass. William G. Shillaber, Boston, Mass. Henry Woods, Boston, Mass. James P. Graves, Boston, Mass. Thomas H. Perkins, Boston, Mass. Joseph H. Gray, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

S. N. ALDRICH,  
THOS. H. PERKINS,  
GEORGE VAN DYKE,  
JOHN W. WEEKS,  
JAMES P. GRAVES,  
EPHRAIM STEARNS,

*Directors.*

HENRY HORNBLOWER,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. JULY 17, 1899. Then personally appeared the above-named S. N. Aldrich, Thos. H. Perkins, George Van Dyke, John W. Weeks, James P. Graves and Ephraim Stearns, as directors, and Henry Hornblower, as treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES J. PHELAN,

*Notary Public.*

## RETURN

OF THE

## CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$2,948 12
Income from other sources :	
Store rental, . . . . .	\$95 00
Interest on deposits, . . . . .	40 97
Sale of broken car house, . . . . .	76 37
	<hr/> 212 34
GROSS INCOME, . . . . .	\$3,160 46
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization, . . . . .	\$86 92
Interest on funded debt, . . . . .	1,488 00
Taxes, . . . . .	166 94
Other expenses and charges upon income :	
Repairs on store, . . . . .	7 43
Loss of car house, . . . . .	1,000 00
	<hr/> 2,749 29
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	2,749 29
Surplus for the year ending June 30, 1899, . . . . .	\$411 17
Amount of surplus June 30, 1898, . . . . .	8,824 12
	<hr/>
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$9,235 29
<hr/>	
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	Dr.
Cost of road, . . . . .	\$98,435 58
Other permanent property : one store, . . . . .	1,055 55
	<hr/>
TOTAL PERMANENT INVESTMENTS, . . . . .	\$99,491 13
Cash, . . . . .	\$2,158 68
Bills receivable, . . . . .	833 48
	<hr/>
TOTAL CASH AND CURRENT ASSETS, . . . . .	2,992 16
	<hr/>
TOTAL, . . . . .	\$102,483 29

LIABILITIES.		Cr.
Capital stock, . . . . .		\$68,200 00
Funded debt, . . . . .		24,800 00
Accrued liabilities: interest accrued and not yet due, . . . . .		248 00
Profit and Loss balance (surplus), . . . . .		9,235 29
TOTAL, . . . . .		\$102,483 29
PROPERTY ACCOUNTS.		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): loss of car house, . . . . .		\$1,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .		\$1,000 00
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$70,000 00	
Capital stock authorized by votes of company, . . . . .	85,000 00	
Capital stock issued and outstanding, . . . . .		\$68,200 00
Number of shares issued and outstanding, . . . . .	682	
Number of stockholders, . . . . .	127	
Number of stockholders in Massachusetts, . . . . .	112	
Amount of stock held in Massachusetts, . . . . .	\$47,100 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	6	Nov. 1, 1902,	\$5,800 00	\$348 00
First mortgage bonds, . . . . .	6	Nov. 1, 1907,	19,000 00	1,140 00
TOTALS, . . . . .			\$24,800 00	\$1,488 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	7.070	7.070
Length of side track, etc., . . . . .	.770	.770
TOTAL LENGTH OF TRACK OWNED, . . . . .	7.840	7.840

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,

CHATHAM, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clarendon A. Freeman, *President*, North Chatham, Mass. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clarendon A. Freeman, North Chatham, Mass. Daniel W. Nickerson, Chatham, Mass. Oliver E. Eldredge, Chatham, Mass. Meriton E. Nickerson, South Chatham, Mass. Charles Bassett, South Chatham, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

C. A. FREEMAN,  
DANIEL W. NICKERSON,  
OLIVER E. ELDREDGE,  
CHARLES BASSETT,  
*Directors.*  
CHARLES BASSETT,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, ss. CHATHAM, Aug. 8, 1899. Then personally appeared the above-named C. A. Freeman, Daniel W. Nickerson, Oliver E. Eldredge and Charles Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERASTUS T. BEARSE,  
*Notary Public.*



# RETURN

## OF THE

### CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Operated by the Boston & Albany under contract.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$449 82
Income from other sources: interest on current balances, . .	9 58
GROSS INCOME, . . . . .	\$459 40
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$26 00
Interest on funded debt, . . . . .	2,500 00
Interest and discount on unfunded debts and loans, . . . . .	1,860 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	4,386 00
Deficit for the year ending June 30, 1899, . . . . .	\$3,926 60
Amount of deficit June 30, 1898, . . . . .	2,152 98
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$6,079 58
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$136,893 98
Cash, . . . . .	586 37
Profit and Loss balance (deficit), . . . . .	6,079 58
TOTAL, . . . . .	\$143,559 93
LIABILITIES.	CR.
Capital stock, . . . . .	\$50,000 00
Funded debt, . . . . .	50,000 00
Current liabilities:	
Loans and notes payable, . . . . .	\$39,199 93
Matured interest coupons unpaid (including coupons due July 1), . . . . .	2,500 00
Miscellaneous current liabilities: interest on notes payable, . . . . .	1,860 00
TOTAL CURRENT LIABILITIES, . . . . .	43,559 93
TOTAL, . . . . .	\$143,559 93

PROPERTY ACCOUNTS.	
Additions to construction account: lands, land damages and fences, . . . . .	\$255 50
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . .	\$255 50
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$50,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock issued and outstanding, . . . . .	\$50,000 00
Number of shares issued and outstanding, . . . . .	500
Number of stockholders, . . . . .	8
Number of stockholders in Massachusetts, . . . . .	4
Amount of stock held in Massachusetts, . . . . .	\$39,900 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds, . . . . .	Per Cent. 5	July 1, 1917, .	\$50,000 00	-

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 5.270	Miles. 5.270
Length of side track, etc., . . . . .	1.800	1.800
TOTAL LENGTH OF TRACK OWNED, . . . . .	7.070	7.070

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHESTER & BECKET RAILROAD COMPANY,  
BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Zenas Crane, Dalton, Mass. William A. Harder, Hudson, N. Y. Smith Thompson, Hudson, N. Y. Frederick Collier, Hudson, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,  
EDWARD D. HAYDEN,  
SAMUEL HOAR,  
*Directors.*  
F. H. RATCLIFFE,  
*Treasurer.*

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STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. OCT. 9, 1899. Then personally appeared the above-named J. A. Rumrill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOHN C. GEARY,  
*Notary Public.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 13, 1899. Then personally appeared the above-named Edward D. Hayden, Samuel Hoar and Frank H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. P. FURBER,  
*Notary Public.*

## RETURN

OF THE

## CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston &amp; Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$351,600 00
GROSS INCOME, . . . . .	\$351,600 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$2,000 00
Interest on funded debt, . . . . .	91,600 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	93,600 00
NET DIVISIBLE INCOME, . . . . .	\$258,000 00
Dividends declared (10 per cent), . . . . .	\$258,000 00
Amount of deficit June 30, 1898, . . . . .	\$292,689 29
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$292,689 29
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$3,303,313 37
Cost of equipment, . . . . .	455,977 66
Lands in Chicopee and Brightwood, . . . . .	39,175 00
Stock of Vermont Valley Railroad Company of 1871, . . . . .	\$579,220 00
Stock of Hampden Park, . . . . .	23,781 50
TOTAL PERMANENT INVESTMENTS, . . . . .	603,001 50
	\$4,401,467 53

Cash, . . . . .	\$28,372 12	
Due from solvent companies and individuals, . . . . .	480,162 86	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>\$508,534 98</b>
Profit and Loss balance (deficit), . . . . .		292,689 29
<b>TOTAL, . . . . .</b>		<b>\$5,202,691 80</b>
<b>LIABILITIES. Cr.</b>		
Capital stock, . . . . .		\$2,580,000 00
Funded debt, . . . . .		2,290,000 00
Current liabilities:		
Dividends not called for, . . . . .	\$430 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	27,336 00	
Miscellaneous current liabilities: Boston & Maine Railroad, . . . . .	290,986 34	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>318,752 34</b>
Accrued liabilities: interest accrued and not yet due, . . . . .		13,333 34
Sinking and other special funds: fund for corporation expenses, . . . . .		606 12
<b>TOTAL, . . . . .</b>		<b>\$5,202,691 80</b>
<b>PROPERTY ACCOUNTS.</b>		
Additions to construction account: expenditures reported by the Boston & Maine Railroad, lessee, . . . . .		\$19,998 74
Other expenses charged to property accounts: 5 shares stock of Hampden Park, . . . . .		513 50
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$20,512 24</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$2,670,000 00	
Capital stock authorized by votes of company, . . . . .	2,580,000 00	
Capital stock issued and outstanding, . . . . .		\$2,580,000 00
Number of shares issued and outstanding, . . . . .	25,800	
Number of stockholders, . . . . .	908	
Number of stockholders in Massachusetts, . . . . .	697	
Amount of stock held in Massachusetts, . . . . .	\$1,608,400 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Scrip bonds, . . . . .	4	Jan. 1, 1903,	\$1,290,000 00	\$51,181 00
Gold bonds, . . . . .	4	Sept. 1, 1943,	1,000,000 00	40,000 00
<b>TOTALS, . . . . .</b>			<b>\$2,290,000 00</b>	<b>\$91,181 00</b>



## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	74.000	50.080
Length of branch line, . . . . .	5.850	5.850
TOTAL LENGTH OF LINE OWNED, . . . . .	79.850	55.930
Length of second track, . . . . .	36.000	36.000
Length of third track, . . . . .	.800	.800
Length of side track, etc., . . . . .	60.870	54.090
TOTAL LENGTH OF TRACK OWNED, . . . . .	177.520	146.820

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,  
SPRINGFIELD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. William G. McIntyre, *Treasurer and Clerk of Corporation*, Springfield, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass.  
James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H.  
George H. Ball, Boston, Mass. Edmund P. Kendrick, Springfield, Mass.  
Seth M. Richards, Newport, N. H. Joseph W. Stephens, Greenfield, Mass.  
John A. Hall, Springfield, Mass. (resigned June 1, 1899). Lucius Tuttle,  
Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,  
EDMUND P. KENDRICK,  
OSCAR EDWARDS,  
JOSEPH W. STEVENS,  
JAMES H. WILLIAMS,

*Directors.*

WILLIAM G. MCINTYRE,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, Sept. 8, 1899. Then personally appeared the above-named William Whiting, Edmund P. Kendrick, Oscar Edwards and Joseph W. Stevens, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM G. MCINTYRE,  
*Justice of the Peace.*

## STATE OF VERMONT.

WINDHAM, SS. SEPT. 12, 1899. Then personally appeared the above-named James H. Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

PRESTON H. HADLEY,  
*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, Sept. 16, 1899. Then personally appeared the above-named William G. McIntyre, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE D. LANG,  
*Notary Public.*

# RETURN

## OF THE

### DANVERS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1899.					
ASSETS.			DR.		
Cost of road,	.	.	.	.	\$239,678 15
TOTAL,	.	.	.	.	\$239,678 15
LIABILITIES.			CR.		
Capital stock,	.	.	.	.	\$67,500 00
Funded debt,	.	.	.	.	125,000 00
Current liabilities: due Boston & Maine Railroad,	.	.	.	.	25,000 00
Profit and Loss balance (surplus),	.	.	.	.	22,178 15
TOTAL,	.	.	.	.	\$239,678 15
CAPITAL STOCK.					
Capital stock authorized by law,	.	.	.	\$100,000 00	
Capital stock authorized by votes of company,	.	.	.	100,000 00	
Capital stock issued and outstanding,	.	.	.	.	\$58,300 00
Amount paid in on shares not yet issued,	.	.	.	.	9,200 00
TOTAL CAPITAL STOCK LIABILITY,	.	.	.	.	\$67,500 00
Number of shares issued and outstanding,	.	.	.	583	
Number of stockholders,	.	.	.	47	
Number of stockholders in Massachusetts,	.	.	.	46	
Amount of stock held in Massachusetts,	.	.	.	\$61,100 00	

#### FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds,	Per Cent. 6	March 1, 1875,	\$125,000 00	-

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total,	In Massa- chusetts.
Length of main line, . . . . .	Miles. 9.260	Miles. 9.260
Length of side track, etc., . . . . .	2.340	2.340
TOTAL LENGTH OF TRACK OWNED, . . . . .	11.600	11.600

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,

BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Wm. B. Lawrence, *Clerk of Corporation*, Boston, Mass. Wm. J. Hobbs, *General Auditor*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,  
J. S. RICKER,  
JOSEPH H. WHITE,  
SAMUEL C. LAWRENCE,  
*Directors.*  
AMOS BLANCHARD,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 20, 1899. Then personally appeared the above-named Lucius Tuttle, J. S. Ricker, Joseph H. White and Samuel C. Lawrence, directors, and on July 27, 1899, Amos Blanchard, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,  
*Justice of the Peace.*

# RETURN

## OF THE

### FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$7,647,080 16
Operating expenses, . . . . .	5,312,555 42
<b>NET EARNINGS FROM OPERATION, . . . . .</b>	<b>\$2,334,524 74</b>
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$972,412 37
Taxes, . . . . .	315,335 31
Rentals of leased roads:	
Vermont & Massachusetts	
Railroad, . . . . .	\$244,580 00
Troy & Bennington Rail-	
road, . . . . .	15,400 00
	<u>259,980 00</u>
<b>TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .</b>	<b>1,547,727 68</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$786,797 06</b>
Dividends declared during the year:	
December, 1898, 2 per cent on 167,373 shares	
preferred, . . . . .	\$334,746 00
June, 1899, 2 per cent on 169,893 shares pre-	
ferred, . . . . .	339,786 00
	<u>674,532 00</u>
<b>TOTAL DIVIDENDS DECLARED, . . . . .</b>	<b>674,532 00</b>
Surplus for the year ending June 30, 1899, . . . . .	\$112,265 06
Amount of surplus June 30, 1898, . . . . .	\$357,349 21
Debits to profit and loss account during the year: amount	
carried to improvement fund, . . . . .	\$112,265 06
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>	<b>\$357,349 21</b>



## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$2,091,256 18		
Deductions:			
Tickets redeemed, excess fares refunded and other repayments, . . . . .	. . . . .	\$8,837 53	
NET REVENUE FROM PASSENGERS, . . . . .	. . . . .	. . . . .	\$2,082,418 65
From mails, . . . . .	\$78,421 50		
From express, . . . . .	166,789 86		
From extra baggage and storage and other earnings, passenger service, . . . . .	40,156 66		
			285,368 02
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$2,367,786 67
Freight service:			
Gross receipts from freight, . . . . .	\$4,996,965 24		
Deductions:			
Overcharge to shippers and other repayments, . . . . .	. . . . .	\$137,431 84	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$4,859,533 40
From elevators, wharves, etc., . . . . .	\$218,870 16		
Other earnings, freight service: miscellaneous, . . . . .	122,138 50		
			341,008 66
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$5,200,542 06
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$7,568,328 73
Other earnings from operation:			
Rentals from tracks, yards and terminals, . . . . .	\$7,500 00		
Rentals from buildings and other property, . . . . .	54,914 53		
From other sources: miscellaneous, . . . . .	16,336 90		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	78,751 43
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$7,647,080 16

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers, . . . . .	\$23,331 32
Salaries of clerks and attendants, . . . . .	24,534 38
General office expenses and supplies, . . . . .	12,270 00
Insurance, . . . . .	13,109 73
Law expenses, . . . . .	15,856 02
Stationery and printing (general offices), . . . . .	1,853 36
Other general expenses, . . . . .	16,410 71
TOTAL, . . . . .	\$107,365 52
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$450,369 33
Renewals of rails, . . . . .	42,945 91
Renewals of ties, . . . . .	120,284 03
Repairs and renewals of bridges and culverts, . . . . .	46,379 62

**Maintenance of way and structures — *Concluded.***

Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	\$30,108 76
Repairs and renewals of buildings and fixtures, . . . . .	235,406 61
Repairs and renewals of docks and wharves, . . . . .	448 11
Repairs and renewals of telegraph, . . . . .	2,468 27
Stationery and printing, . . . . .	370 86
Other expenses of maintaining way and structures, . . . . .	12,983 22
<b>TOTAL, . . . . .</b>	<b>\$941,764 72</b>

**Maintenance of equipment:**

Superintendence, . . . . .	\$21,177 90
Repairs and renewals of locomotives, . . . . .	493,702 52
Repairs and renewals of passenger cars, . . . . .	114,615 90
Repairs and renewals of freight cars, . . . . .	426,213 86
Repairs and renewals of work cars, . . . . .	19,508 17
Repairs and renewals of shop machinery and tools, . . . . .	41,264 02
Stationery and printing, . . . . .	1,815 82
<b>TOTAL, . . . . .</b>	<b>\$1,118,298 19</b>

**Conducting transportation:**

Superintendence, . . . . .	\$99,370 41
Engine and roundhouse men, . . . . .	553,145 19
Fuel for locomotives, . . . . .	674,920 89
Water supply for locomotives, . . . . .	34,837 88
Oil, tallow and waste for locomotives, . . . . .	23,119 40
Other supplies for locomotives, . . . . .	13,278 98
Train service, . . . . .	395,617 97
Train supplies and expenses, . . . . .	40,152 30
Switchmen, flagmen and watchmen, . . . . .	242,363 64
Telegraph expenses, . . . . .	59,497 79
Station service, . . . . .	391,839 30
Station supplies, . . . . .	36,254 53
Car mileage—balance, . . . . .	258,003 96
Loss and damage, . . . . .	54,380 07
Injuries to persons, . . . . .	114,818 36
Clearing wrecks, . . . . .	7,561 58
Advertising, . . . . .	12,703 37
Outside agencies, . . . . .	17,006 66
Commissions, . . . . .	41,007 79
Stock yards and elevators, . . . . .	1,934 43
Rentals for tracks, yards and terminals, . . . . .	35,834 69
Rentals of buildings and other property, . . . . .	8,248 12
Stationery and printing, . . . . .	25,992 53
Other expenses of conducting transportation, . . . . .	3,237 15
<b>TOTAL, . . . . .</b>	<b>\$3,145,126 99</b>

**Recapitulation:**

General expenses, . . . . .	\$107,365 52
Maintenance of way and structures, . . . . .	941,764 72
Maintenance of equipment, . . . . .	1,118,298 19
Conducting transportation, . . . . .	3,145,126 99

**TOTAL OPERATING EXPENSES, . . . . .** **\$5,312,555 42**

**Percentage of operating expenses to gross earnings, . . . . .** **69.47**

GENERAL BALANCE SHEET JUNE 30, 1899.			
ASSETS.		Dr.	
Cost of road, . . . . .			\$39,708,426
Cost of equipment, . . . . .			4,129,786 00
Other permanent property: Vermont & Massachusetts Railroad improvements, . . . . .			1,756,737 38
TOTAL PERMANENT INVESTMENTS, . . . . .			\$45,594,949 86
Cash, . . . . .	\$1,247,344 64		
Bills receivable, . . . . .	141,982 95		
Due from agents, . . . . .	380,153 43		
Traffic balances due from other companies, . . . . .	507,767 20		
Due from solvent companies and individuals, . . . . .	3,655 53		
Sinking and other special funds for redemption of matured bonds, . . . . .	15,000 00		
TOTAL CASH AND CURRENT ASSETS, . . . . .			2,295,903 75
Materials and supplies, . . . . .	\$746,066 42		
Other assets and property:			
Fitchburg Railroad preferred stock, T. & B. issue, . . . . .	\$302,074 32		
Fitchburg Railroad preferred stock, . . . . .	20,561 25		
Fitchburg Railroad common stock, . . . . .	302,926 62		
Other stock and bonds, . . . . .	4,000 00		
	629,562 19		
TOTAL MISCELLANEOUS ASSETS, . . . . .			1,375,628 61
TOTAL, . . . . .			\$49,266,482 22
LIABILITIES.		Cr.	
Capital stock, common, . . . . .	\$7,000,000 00		
Capital stock, preferred, . . . . .	17,360,000 00		
TOTAL CAPITAL STOCK, . . . . .			\$24,360,000 00
Funded debt, . . . . .			22,168,000 00
Bonds matured, not paid, . . . . .			15,000 00
Current liabilities:			
Audited vouchers and accounts, . . . . .	\$308,628 83		
Salaries and wages, . . . . .	119,879 37		
Traffic balances due to other companies, . . . . .	371,863 34		
Dividends not called for, . . . . .	348,504 50		
Matured interest coupons unpaid (including coupons due July 1), . . . . .	70,275 00		
Miscellaneous current liabilities: due other companies and individuals, . . . . .	525,537 92		
TOTAL CURRENT LIABILITIES, . . . . .			1,744,688 96
Accrued liabilities:			
Interest accrued and not yet due, . . . . .	\$234,723 31		
Taxes accrued and not yet due, . . . . .	200,307 03		
Rentals accrued and not yet due, . . . . .	64,120 00		
TOTAL ACCRUED LIABILITIES, . . . . .			499,150 34

Sinking and other special funds:		
Accident and insurance fund, . . . . .	\$50,000 00	
Improvement fund, . . . . .	72,293 71	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		\$122,293 71
Profit and Loss balance (surplus), . . . . .		357,349 21
TOTAL, . . . . .		\$49,266,482 22

## PROPERTY ACCOUNTS.

Additions to construction account: lands, land damages and fences, . . . . .	\$34,394 53
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$34,394 53

## CAPITAL STOCK.

Capital stock authorized by law, common and preferred: \$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.		
Capital stock authorized by votes of company, common, . . . . .	\$7,000,000 00	
Capital stock authorized by votes of company, preferred, . . . . .	17,360,000 00	
Total capital stock authorized by vote, . . . . .		\$24,360,000 00
Capital stock issued and outstanding, common, . . . . .		\$7,000,000 00
Capital stock issued and outstanding, preferred, . . . . .		17,360,000 00
Total capital stock outstanding, . . . . .		\$24,360,000 00
Number of shares issued and out- standing, common, . . . . .	70,000	
Number of shares issued and out- standing, preferred, . . . . .	173,600	
Total number of shares outstanding, . . . . .		243,600
Number of stockholders, common, . . . . .	71	
Number of stockholders, preferred, . . . . .	5,985	
Total number of stockholders, . . . . .		6,056
Number of stockholders in Massa- chusetts, common, . . . . .	42	
Number of stockholders in Massa- chusetts, preferred, . . . . .	4,878	
Total stockholders in Massachusetts, . . . . .		4,920
Amount of stock held in Massachusetts, com- mon, . . . . .	\$6,792,800 00	
Amount of stock held in Massachusetts, pre- ferred, . . . . .	14,353,300 00	
Total stock held in Massachusetts, . . . . .		\$21,146,100 00

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Constitution Wharf,* . . . . .	Per Cent. 4	April 20, 1907,	\$400,000 00	\$14,711 12

\* This note was paid March 21, 1899.

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1899,	\$500,000 00	\$25,075 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1900,	500,000 00	24,975 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1901,	500,000 00	25,225 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1902,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1903,	500,000 00	25,550 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1904,	500,000 00	19,940 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1905,	500,000 00	19,420 00
Fitchburg Railroad Co. plain bonds, .	4	Feb. 1, 1937,	5,000,000 00	200,000 00
Fitchburg Railroad Co. plain bonds, .	4	April 1, 1907,	1,500,000 00	60,340 00
Fitchburg Railroad Co. plain bonds, .	5	May 1, 1908,	2,000,000 00	99,675 00
Fitchburg Railroad Co. plain bonds, .	5	June 1, 1900,	500,000 00	24,900 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1920,	500,000 00	20,080 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1903,	54,000 00	2,160 00
Fitchburg Railroad Co. plain bonds, .	5	Sept. 1, 1903,	378,000 00	18,875 00
Fitchburg Railroad Co. plain bonds, .	5	Nov. 1, 1903,	1,000,000 00	49,150 00
Fitchburg Railroad Co. plain bonds, .	5	Dec. 1, 1903,	500,000 00	25,125 00
Fitchburg Railroad Co. plain bonds, .	4½	May 1, 1914,	500,000 00	22,455 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1915,	1,359,000 00	54,960 00
Fitchburg Railroad Co. plain bonds, .	4	July 1, 1916,	500,000 00	20,000 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1927,	2,750,000 00	111,120 00
Fitchburg Railroad Co. plain bonds, .	4	Jan. 1, 1928,	1,450,000 00	57,900 00
Fitchburg Railroad Co. plain bonds, .	5	March 1, 1899,	15,000 00	38,150 00
Fitchburg Railroad Co. plain bonds, .	-	Oct. 1, 1897,	-	75 00
Cheshire Railroad bonds, . . . . .	-	July 1, 1893,	-	195 00
T & B Railroad first mortgage, . . .	7	July 1, 1924,	577,000 00	40,390 00
Brookline & Pepperell R.R. bonds, . .	5	Dec. 1, 1911,	100,000 00	4,950 00
TOTALS, . . . . .	. .	. . .	\$22,183,000 00	\$1,015,685 00

## SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>		
Amount of injury fund June 30, 1898, . . . . .		\$50,000 00
TOTAL INJURY FUND JUNE 30, 1899, . . . . .		\$50,000 00
<i>Improvement Fund.</i>		
Amount of improvement fund June 30, 1898, . . . . .		\$103,237 18
Additions during the year:		
Surplus for year, . . . . .	\$112,265 06	
Profit on sale of stock, current year, . . . . .	140,459 77	
		252,724 83
TOTAL, INCLUDING ADDITIONS, . . . . .		\$355,962 01
Deductions during the year: improvements during year, . . . . .		283,668 30
TOTAL IMPROVEMENT FUND JUNE 30, 1899, . . . . .		\$72,293 71

## VOLUME OF TRAFFIC, ETC

Passenger traffic:		
Number of passengers carried paying revenue, . . . . .		6,818,630
Number of passengers carried one mile, . . . . .		115,677,303
Number of passengers carried one mile per mile of road operated, . . . . .		252,692



**Passenger traffic — Concluded.**

Average length of journey per passenger, . . . . .	16.960 miles.
Average amount received from each passenger, . . . . .	30.540 cents.
Average amount received per passenger per mile carried, . . . . .	1.800 "
Passenger earnings (gross) per mile of road operated, . . . . .	\$5,172 32
Passenger earnings (gross) per passenger-train mile run, . . . . .	95.620 cents.

**Freight traffic:**

Number of tons of freight hauled earning revenue, . . . . .	5,211,203
Number of tons of freight hauled one mile, . . . . .	630,050,444
Number of tons of freight hauled one mile per mile of road operated, . . . . .	1,376,317
Average length of haul per ton, . . . . .	120 900 miles.
Average amount received for each ton of freight, . . . . .	93.250 cents.
Average amount received per ton per mile hauled, . . . . .	.770 "
Freight earnings (gross) per mile of road operated, . . . . .	\$11,360 35
Freight earnings (gross) per freight-train mile run, . . . . .	\$1 76.700

**Operating expenses:**

Operating expenses per mile of road operated, . . . . .	\$11,605 04
Operating expenses per revenue-train mile run, . . . . .	98.040 cents.

**Train mileage:**

Miles run by passenger trains, . . . . .	2,476,360
Miles run by freight trains, . . . . .	2,942,604
Total mileage of trains earning revenue, . . . . .	5,418,964
Miles run by switching trains, . . . . .	764,182
Miles run by construction and other trains, . . . . .	162,884
Total train mileage, . . . . .	6,346,030

**Fares and freights:**

Average rate of fare per mile on single local tickets, . . . . .	1.850 cents.
Average rate of fare per mile on commutation tickets, . . . . .	1.250 "
Average rate of fare per mile on mileage tickets, . . . . .	2.000 "
Average rate of fare per mile on season tickets, . . . . .	0.640 "
Average rate of fare per mile on joint tickets, . . . . .	2.000 "
Average rate of freight per ton mile on local way-bill, . . . . .	2 410 "
Average rate of freight per ton mile on joint way-bill, . . . . .	0.640 "

**Passengers to and from Boston:**

Number of passengers (including season-ticket) to Boston, . . . . .	1,893,961
Number of passengers (including season-ticket) from Boston, . . . . .	1,961,880
Season-ticket passengers to and from Boston, . . . . .	227,420

**Employees:**

Average number of persons employed, . . . . .	4,664
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**DESCRIPTION OF RAILROAD OWNED AND OPERATED.**

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 249.250	Miles. 104.810
Length of branch line, . . . . .	144.690	84.900
TOTAL LENGTH OF LINE OWNED, . . . . .	393.940	189.710
Length of second track, . . . . .	108.220	101.280
Length of third track, . . . . .	1.660	1.660
Length of side track, etc., . . . . .	255.220	165.690
TOTAL LENGTH OF TRACK OWNED, . . . . .	759.040	458.340

## DESCRIPTION OF RAILROAD, ETC. — Concluded.

RAILROAD OPERATED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 305.250	Miles. 160.810
Length of branch line, . . . . .	152.530	87.700
TOTAL LENGTH OF LINE OPERATED, . . . . .	457.780	248.510
Length of second track, . . . . .	164.220	157.280
Length of third track, . . . . .	1.660	1.660
Length of side track, etc., . . . . .	295.490	204.940
TOTAL LENGTH OF TRACK OPERATED, . . . . .	919.150	612.390

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.					Lbs.	Lbs.
Passenger, . . . . .	69	4	73	73	253,900	157,449
Freight, . . . . .	104	-	104	104	265,500	203,335
Switching, etc., . . . . .	31	-	31	30	177,350	140,100
TOTAL, . . . . .	204	4	208	207	-	-

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used *
CARS — PASSENGER SERVICE.						
Passenger cars, . . . . .	167	-	167	166	165	-
Combination cars, . . . . .	35	-	35	35	35	-
Baggage, express and mail cars, . . . . .	51	-	51	51	51	-
TOTAL, . . . . .	253	-	253	252	251	-
CARS — FREIGHT SERVICE.						
Box cars, . . . . .	3,308	-	3,308	2,884	3,228	-
Flat cars, . . . . .	605	-	605	370	569	-
Stock cars, . . . . .	68	-	68	66	66	-
Coal cars, . . . . .	794	-	794	505	788	-
Tank cars, . . . . .	4	-	4	4	4	-
Refrigerator cars, . . . . .	90	-	90	90	90	-
TOTAL, . . . . .	4,869	-	4,869	3,919	4,745	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars, . . . . .	2	-	2	2	2	-
Gravel cars, . . . . .	118	-	118	-	-	-
Derrick cars, . . . . .	11	-	11	8	7	-
Caboose cars, . . . . .	90	-	90	7	89	-
Other cars in company's service, . . . . .	63	-	63	43	40	-
TOTAL, . . . . .	284	-	284	60	138	-

\* See table of Automatic Couplers on page 103.

## AUTOMATIC COUPLERS.

	Janney.	Miller.	Gould.	Standard.	National.	Trojan.	Dowling.	Diamond.	Total.
<b>CARS—PASSENGER SERVICE.</b>									
Passenger cars, . . . . .	1	11	151	2	-	-	-	-	165
Combination cars, . . . . .	-	1	33	-	1	-	-	-	35
Baggage, mail and express cars, . . . . .	-	-	51	-	-	-	-	-	51
<b>TOTAL, . . . . .</b>	<b>1</b>	<b>12</b>	<b>235</b>	<b>2</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>251</b>
<b>CARS—FREIGHT SERVICE.</b>									
Box cars, . . . . .	-	-	2,827	2	-	399	-	-	3,228
Flat cars, . . . . .	-	-	390	-	-	179	-	-	569
Stock cars, . . . . .	-	-	62	-	-	4	-	-	66
Coal cars, . . . . .	1	-	666	5	-	116	-	-	788
Tank cars, . . . . .	-	-	4	-	-	-	-	-	4
Refrigerator cars, . . . . .	1	-	80	1	-	7	1	-	90
<b>TOTAL, . . . . .</b>	<b>2</b>	<b>-</b>	<b>4,029</b>	<b>8</b>	<b>-</b>	<b>705</b>	<b>1</b>	<b>-</b>	<b>4,745</b>
<b>CARS—COMPANY'S SERVICE.</b>									
Officers' and pay cars, . . . . .	-	-	2	-	-	-	-	-	2
Gravel cars, . . . . .	-	-	-	-	-	-	-	-	-
Derrick cars, . . . . .	-	-	7	-	-	-	-	-	7
Caboose cars, . . . . .	-	-	72	-	-	-	-	17	89
Other cars, . . . . .	1	4	29	3	-	3	-	-	40
<b>TOTAL, . . . . .</b>	<b>1</b>	<b>4</b>	<b>110</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>17</b>	<b>138</b>

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 246  
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 6

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	227
Number of highway grade crossings protected by gates, . . . . .	69
Number of highway grade crossings protected by flagmen, . . . . .	40
Number of highway grade crossings protected by electric signals only, . . . . .	8
Number of highway grade crossings unprotected, . . . . .	110
Number of highway grade crossings finally abolished during the year, . . . . .	1
Number of highway grade crossings for abolition of which petition is pending, . . . . .	6
Number of highway bridges 18 feet (or more) above track, . . . . .	35
Number of highway bridges less than 18 feet above track, . . . . .	24
Height of lowest highway bridge above track, . . . . .	14 ft. 7½ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (8 in number), viz. :	
Boston & Maine, Boston. Boston & Albany (Grand Junction), Somerville. New York, New Haven & Hartford (Framingham & Lowell), Concord. New York, New Haven & Hartford, Fitchburg. Boston & Maine (Worcester & Nashua), Ayer. Boston & Albany (Ware River), Winchendon. Boston & Albany (Ware River), Baldwinville. Boston & Maine (Worcester & Nashua), Worcester.	
Number of above crossings at which interlocking signals are established, . . . . .	6

## NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
7C, south of Winchendon.	Deck wooden stringers.	Deck plate girder,	26 feet over all, 1 track	Fitchburg R.R.
9A, Marlboro' Br.,	Trestle, . .	Trestle, . .	90 feet over all, 1 track.	Fitchburg R.R.
13A, Marlboro' Br.,	Trestle, . .	Trestle, . .	120 feet over all, 1 track.	Fitchburg R.R.
14A, Marlboro' Br.,	Trestle, . .	Trestle, . .	230 feet over all, 1 track.	Fitchburg R.R.

## BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
18, Leominster, .	Deck plate girder, .	Additional plates, top and bottom flanges.
19, Leominster, .	Pony truss, . . .	Floor beam and post connections strengthened.
24, Fitchburg, . .	Deck plate girder, .	Web strengthened by additional stiffeners.
28, Fitchburg, . .	One-half through Howe truss.	New ties and some new floor timbers.
30, Fitchburg, . .	Pony truss, . . .	Two additional stringers and centre of floor beam connection strengthened.
34, Fitchburg, . .	Deck plate girder, .	Web strengthened by additional stiffeners and new bracing.
39, Westminster, .	One-half through plate girder.	Top and bottom plates, outside girders, stiffeners and floor beam doubled.
43, Otter River, .	Deck plate girder, .	Top and bottom plates and additional stiffeners.
45, Baldwinville, .	Deck plate girder, .	Top and bottom plates and additional stiffeners.
46, Baldwinville, .	Deck plate girder, .	Top and bottom plates.
49, Athol, . . .	Deck plate girder, .	Additional stiffeners.
52, Athol, . . .	Deck plate girder, .	Additional stiffeners and top and bottom plates.
54, Orange, . . .	Deck plate girder, .	Additional stiffeners.
55, Orange, . . .	Deck plate girder, .	Additional stiffeners.
58, Wendell, . . .	Deck plate girder, .	Additional stiffeners.
59, Wendell, . . .	Deck plate girder, .	Additional stiffeners.

Total length of pile and trestle bridging (in feet), . . . . 4,212

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	21	1	3	1	24	1	25
Employees, .	2	33	8	76	10	109	12	125
Other persons,	-	-	17	17	17	17	24	20
TOTALS,	2	54	26	96	28	150	37	170

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

*July 7, 1898* — Boston: Louis Haynes, brakeman, coupling cars; head slightly injured by being caught between ends of cars.

*July 11.* — Ayer: John Cody, trespasser, stealing ride on freight train; fell off, breaking his leg.

*July 16.* — Union Square, Somerville: J. LeClair, freight brakeman, coupling freight cars; forefinger on right hand cut off by being caught between draw-bars.

*July 19.* — Ayer: John Reagan; freight brakeman Spaulding found dead body of this man lying on track, with head cut off; no information as to facts.

*July 25.* — Boston: William Armel, freight brakeman, fell from moving freight train onto ground; car wheels ran over his neck, cutting his head off.

*July 28.* — Fitchburg: F. R. Sherman, freight brakeman, coupling freight car to engine; foot caught in brake beam and two toes crushed.

*August 4.* — Union Square, Somerville: John Reardon, an employee of the New England Dressed Meat and Wool Company, in trying to climb over a freight train as it was moving over Medford Street crossing, fell onto track, and wheels passed over his body, killing him instantly. Crossing gates were down; Reardon was on opposite side of train from crossing tender.

*August 9.* — Boston: H. F. Cochrane, freight brakeman, fell from top of freight car onto tank of engine, cutting his lip, breaking two teeth and injuring shoulder.

*August 11.* — Union Market, Watertown: W. S. McKenney, freight brakeman, riding in saloon; head and leg hurt by striking monitor; engine coupler uncoupled and released engine, and set the air brakes.

*August 16.* — Ayer: G. Roberge, freight brakeman, slipped off steps of moving engine, breaking finger and bruising face.

*August 16.* — Gardner: J. Near, fireman, in getting off engine slipped and fell onto the track, injuring back and head.

*August 20.* — Watertown: W. S. Addy, freight brakeman, jumped off moving freight saloon car and fell over some rails between tracks, bruising face and side and breaking three ribs.

*August 21.* — Fresh Pond, Cambridge: Jeremiah Mahoney, found lying on track at 4.45 A.M., with leg cut off; evidently some train had run over him during the night; he cannot account for accident, and no information obtained.

*August 22.* — Fitchburg: W. H. Dominy, freight brakeman, walking on track with his back to approaching freight car, for which he had thrown switch; car ran over him, killing him instantly.

*September 1.* — Erving: T. C. White, freight brakeman, climbing up side ladder of freight car of moving train, was struck by water spout and knocked off onto ground, breaking two ribs.

*September 5.* — Charlemont: dead body of man (supposed to be C. F. Baker) found by freight train crew, lying between tracks about three-quarters of a mile east of Charlemont depot; evidently man was run over by train.

*September 6.* — Fitchburg, James White, trespasser, walking on track, was struck and instantly killed by engine of passenger train No. 54.

*September 9.* — Boston: Charles Pringle, freight brakeman, coupling freight cars; right hand caught between draw-bars, losing little finger and jamming second finger.

*September 20.* — Waverley: Daniel Toland, attempting to run over highway crossing in front of approaching train, was struck by engine, fracturing his



scapula. Gates were down; gateman tried to stop him, but Mr. Toland ran around gate post onto crossing.

*September 20.* — Fitchburg: F. W. Coleman, freight brakeman, was struck by switch frame just as he had got onto step of moving engine; head and face bruised.

*September 20.* — Orange: H. C. Lincoln, freight conductor, hanging on side of moving freight car, was struck by crossing tender's house and knocked off onto ground, injuring knee and hip.

*September 21.* — Union Square, Somerville: Lute Donnelly, car inspector for Boston & Albany Railroad, walking across west-bound main track of Fitchburg Railroad, was struck by engine of train No. 117, receiving internal injuries; taken to Massachusetts General Hospital.

*September 21.* — Maynard: J. McGee, driving over highway crossing, was struck by engine of train No. 97; back wrenched, apparently no serious injury. No crossing tender maintained.

*September 21.* — Fitchburg: A. J. Davenport, freight brakeman, coupling freight cars; left arm bruised by being caught between dead-woods.

*September 26.* — Marlborough: A. Hanks, freight brakeman, coupling freight cars; left arm crushed between draw-bars.

*October 2.* — Boston: G. A. Amsler, freight conductor, uncoupling freight cars; thumb fractured.

*October 4.* — Greenfield: Newton Carson, walking across track, was struck by locomotive; shaken up and bruised, but apparently not seriously hurt; taken to hospital in Greenfield.

*October 5.* — Athol: H. Amlaw, freight brakeman, while getting on moving freight car, fell off onto ground, bruising hip.

*October 5.* — Somerville: George Geldart was found by conductor lying on Somerville crossing, with right arm badly crushed above elbow. Freight train of twenty-four cars was pulling over crossing, and had broken apart; when coupled up and ready to go, the conductor found Geldart, and reported that he was stealing a ride and fell off.

*October 9.* — Fitchburg: M. E. Willis, yard freight conductor, coupling freight cars; left leg cut and bruised by being dragged under cars. A road crew set off some cars on this track, crowding back Willis's cars about thirty feet.

*October 16.* — Hudson: J. E. Clifford, freight brakeman, riding on side of freight car, was struck by switch and thrown onto ground; head and face bruised.

*October 16.* — Hoosac Tunnel: F. W. Baker, fireman on locomotive, arm burned; when engineer shut off steam, the fire came out of fire-box door and burned Fireman Baker's arm.

*October 18.* — Boston: dead and badly mangled body of Charles McCarty was found at 2 45 A. M. in Hoosac Tunnel dock yard; engine had been working that night in yard; no witness, no information.

*October 19.* — Union Square, Somerville: J. Belville, freight brakeman, riding on top of freight car; head and shoulders injured by striking overhead bridge.

*October 21.* — Boston: G. B. Campbell, freight brakeman, fell from top of moving freight car to ground; wheels went over both legs; died from injuries, at Massachusetts General Hospital, 7.30 A. M., October 21.

*October 22.* — Fitchburg: Martin Lamparter, machinist's helper, after completing slight repairs on engine No. 163 as it stood in yard, rode into engine

house, and as engine was going through door he evidently tried to alight from gangway of engine, and his head was crushed between cab and door post; instantly killed.

*October 22.* — Williamstown: J. Montgomery, freight brakeman, riding on side ladder of freight car, was struck by switch target; side and back bruised.

*October 25.* — Fitchburg: William Hanly, freight brakeman, fell from top of box freight car to ground, injuring his back.

*October 26.* — Waltham: William Howes, passenger, jumped from moving passenger train about half way between Waltham and Riverview, fracturing skull; died from injuries.

*October 28.* — Fitchburg: M. McCaskill, freight brakeman, while walking on running-board of freight car, fell onto roof of car, breaking his arm.

*October 30.* — West Fitchburg: W. H. Hall, freight conductor, H. D. Oakes, freight brakeman; riding on freight saloon car which had been uncoupled from train by Mr. Oakes, so that the train should run ahead and set out a car, down grade; saloon unexpectedly struck train, throwing both men against side of car; Conductor Hall's leg broken and Brakeman Oakes's leg badly bruised.

*October 31.* — East Watertown: Aleck Beels, driving two-horse team over highway crossing, team struck by locomotive of passenger train; Mr. Beels quite severely shaken up, and left arm bruised by being thrown onto ground. Gateman failed to perform his duty.

*November 2.* — Williamstown: Joseph Noel, freight brakeman, coupling freight cars; left arm bruised by being caught between dead-woods.

*November 7.* — Boston: J. J. Connel, freight brakeman, riding on top of box freight car, going over Boston drawbridge; struck by overhead timbers of drawbridge; back of head bruised, knee wrenched and thumb broken.

*November 7.* — Boston: Thomas Burke, wharf laborer, cleaning out coal car; switching train struck this car, throwing Burke down and breaking two ribs.

*November 10.* — Miller's Falls: J. B. Cushing, freight brakeman, fell from saloon car onto flat car while train was in motion, spraining his ankle.

*November 15.* — Gardner: Charles S. Rutherford, freight brakeman, letting off freight-car brake; head of brake struck end of little finger, inflicting bruise, which, on account of neglect, proved quite severe.

*November 16.* — Boston: J. B. Monohan, freight brakeman, while throwing switch to make flying switch of two cars, had right hand caught between car and switch, breaking one finger.

*November 17.* — Union Square, Somerville: A. E. Parker, yard freight conductor, uncoupling freight cars; fell onto ground, dislocating his shoulder.

*November 17.* — Fitchburg: J. Mooney, freight brakeman, coupling freight cars; left hand caught between draw-bars and badly bruised; thumb and two fingers had to be amputated at second joint.

*November 17.* — East Deerfield: F. W. Ormsbey, freight conductor, coupling freight cars; fell over rail, spraining his toes.

*November 17.* — Erving: D. Ryan, freight brakeman, on tender of engine, holding water spout while engine was being set to take water; fell onto man-hole and was badly bruised.

*November 21.* — West Acton: M. A. Shields, freight brakeman, getting off moving freight train, was struck by switch, and back and right arm injured.

*November 23.* — Boston: John Killian, brakeman, trying to uncouple a chain hitch to separate cars; thumb crushed between hook and car.

*November 28.* — Union Market, Watertown: Freeman H. Edgecomb, while walking on track on depot premises, was struck by express passenger train and instantly killed

*November 29.* — Union Square, Somerville: Albert Harrison, freight brakeman, uncoupling freight cars; finger crushed between dead-woods.

*November 30.* — Somerville: John Healy, about fifteen years of age, stealing a ride on freight train; fell off and broke his leg.

*December 1.* — Royalston: freight express No. 242 pushed into saloon car of freight train No. 191; D. W. Knight, freight brakeman of train No. 191, in saloon car, was pinned in and burned to death; B. R. Palmer, freight conductor of train No. 191, was injured on back and about legs.

*December 2.* — Waltham: John Finnegan, freight brakeman, stepping from one box freight car to another in moving train; link broke, and Finnegan fell onto track; no bones broken; badly shaken up.

*December 3.* — Boston: James Cook, checker, standing between track and wall, taking car numbers of passing train; a large furniture car came by, crowding him against wall, injuring right leg and right side.

*December 5.* — Hoosac Tunnel: J. E. Keefe, freight brakeman, walked off top of freight car in Hoosac Tunnel; right hip and left leg bruised.

*December 6.* — Boston: a loaded passenger train collided with an empty one, injuring eleven passengers and two employees; shaken up and bruised.

*December 6.* — Fitchburg: Samuel McCulley, brakeman, stepped from depot sidewalk onto track directly in front of approaching train; struck by engine, head, face and body bruised.

*December 7.* — Ayer: passenger train No. 69 struck freight car standing on track; W. A. Richardson, baggage master in baggage car, was bruised and shaken up.

*December 9.* — Fitchburg: H. Bunnell, freight brakeman, standing on track on curve in freight yard, was struck by engine of express train; arm broken in two places.

*December 11.* — Fitchburg: freight brakemen G. W. Rines, M. F. Spaulding and W. A. Sykes were in a detached stationary freight saloon car; through a misunderstanding, engine shoved this saloon car against standing freight train; Rines died from injuries, Spaulding had right leg broken, Sykes bruised and injured internally.

*December 14.* — East Deerfield: L. M. Jerome, freight brakeman, riding on steps of engine as engine was backing down, was struck on hip by car on siding and thrown onto ground, injuring hip.

*December 15.* — Hastings, Weston: Fannie Anderson was found in highway, a few feet south of Hastings crossing, badly injured; she stated that she waited for an up train to pass, and, starting to cross, was struck by a down train; no witnesses; no crossing tender at that hour; died of injuries next day.

*December 15.* — Boston: as switching engine was backing empty passenger cars into train yard, rails spread and two cars went off track; L. McNamara, brakeman on derailed car, thrown off onto ground; two cars passed over him as he lay between the rails; considerably bruised, but apparently not seriously hurt.

*December 17.* — Fitchburg: Richard Cotter, section man, struck by freight car and killed; was warned, but did not heed warning.

*December 18.* — Williamstown: J. Flannigan, freight brakeman, setting up switch, struck by saloon car; leg bruised.

*December 19.* — Marlborough: John Morgan, trespasser, jumped from moving passenger train, was struck by car steps and killed.

*December 22.* — Boston: Louis Haynes, brakeman, hitching draw-bar chains on baggage cars; switching engine struck cars, and, they being on curve, his head was caught between cars, severely cutting one eye.

*December 24.* — Fitchburg: W. A. Sherman, freight brakeman, standing on draw-bars between freight car and engine, slipped and caught foot between draw-bar and coupler on engine; foot bruised.

*December 25.* — Bleachery, Waltham: Charles O. McCann, walking on track, was struck by engine of freight train; both legs run over; died of injuries.

*December 27.* — South Acton, Acton: an Italian, named C. Pollodon, walking on track, was struck by passenger train No. 44 and instantly killed.

*December 28.* — Williamstown: A. E. Cossett, fireman, right eye badly injured by pieces of breaking water glass flying into it.

*December 29.* — Wachusett, Fitchburg: J. Burch, freight brakeman, getting off a freight car, fell onto ground, injuring his knee.

*December 30.* — South Ashburnham: W. G. Taylor, freight brakeman, getting on side of moving freight car, struck by switch, breaking right leg.

*Jan. 5, 1899.* — East Deerfield: J. E. Lynch, freight brakeman, uncoupling freight cars; right arm pinched between dead-locks.

*January 12.* — Conway Junction: express No. 115, freight, east-bound, while backing off at Conway Junction, was run into by express No. 104, freight, east-bound; R. Sweet, fireman of No. 104, slightly injured.

*January 12.* — Union Square, Somerville: unknown man, walking on track, was struck by engine of passenger train No. 73, and so badly injured that he died an hour after.

*January 18.* — Boston: J. J. O'Connell, freight brakeman, uncoupling freight cars; right hand pinched between dead-woods.

*January 18.* — Concord: Josephine LaRoque, passenger, got off passenger train after it started, and fell, spraining ankle.

*January 20.* — Waltham: T. Downie, freight brakeman, getting up on side ladder of freight car of moving train, was struck by bridge guard post, cutting his head and injuring hip.

*January 22.* — Fitchburg: L. W. Jerome, freight brakeman, was just in act of opening saloon car door when engine coupled on and he was thrown forward, and his head and hands went through glass door; received cuts on head and hands.

*January 23.* — Fitchburg: Peter LaForge, freight brakeman, uncoupling freight cars, slipped on ice and fell onto ground; wheels ran over his hand, cutting off thumb and three fingers.

*January 24.* — West Acton: Charles Gilroy, walking on track, was struck by passenger train No. 18; left shoulder broken.

*January 26.* — Boston: L. L. Connell, freight brakeman, coupling freight cars; bone in right wrist broken by being caught between dead-woods.

*January 28.* — Union Square, Somerville: Samuel Hickey, while walking over Somerville Avenue crossing, was struck by train; died from injuries; gates were down, and he was warned, but he did not heed warning.

*February 2.* — Somerville: E. J. Keefe, freight brakeman, coupling freight cars; left arm pinched between dead-woods.

*February 5.* — Gardner: Henry Gonture, thirteen years of age, while walking on track, was struck and instantly killed by engine No. 95.



*February 6.* — Boston: J. Canty, ash puller, was under engine, pulling ashes; engineer started engine, and Canty was knocked down into bottom of pit, receiving slight injury to back and shoulders.

*February 6.* — Boston: James Tway, conductor of switching engine, was getting down from top of freight car; lost his hold and fell onto pilot beam of engine, breaking a rib.

*February 9.* — Williamstown: A. Kellogg, fireman on engine No. 111, was slightly injured, bruised and shaken up; engine No. 111 was crossing over from west-bound to east-bound main, and struck engine No. 152.

*February 10.* — Wendell: F. L. Partridge, freight brakeman, had right foot bruised by being caught between brake-dog and lumber; the lumber slipped.

*February 13.* — Boston: F. C. Ferris, conductor of passenger train switcher in yard, was on the ground making coupling between passenger cars, and was caught between car platforms and crushed through body; died immediately.

*February 14.* — Otter River, Templeton: George Fagan, track laborer, on duty on snow plough, received a broken jaw by being struck in the face by lever flying up just as plough struck crossing plank.

*February 15.* — East Deerfield: O. Fregean, freight brakeman, coupling freight cars; right arm pinched by being caught between draw-bars.

*February 16.* — Fitchburg: John Cotter, section laborer, shovelling snow on flat car, slipped off and struck on dead-woods, bruising his legs quite badly.

*February 17.* — Boston: Ambrose Edmunds, freight brakeman, coupling freight cars; forefinger on right hand crushed between draw-bars.

*February 22.* — East Deerfield: F. Carron, freight brakeman, coupling freight cars; left arm pinched between dead-woods.

*February 24.* — Concord Junction: S. J. Lockhart, fireman, injured in left knee and left leg by derailment of engine No. 257.

*February 24.* — Boston: George Foster, freight brakeman, uncoupling freight cars; back and chest squeezed by being caught between dead-woods.

*February 24.* — Shelburne Falls, Buckland: F. Curley, freight brakeman, setting up brake, when brake chain broke, throwing him against railing on end of car; back injured.

*February 26.* — Cambridge: Frank Normoile, trespasser, eight years of age, tried to jump onto moving freight train; he fell and car wheels ran over both legs below the knee.

*February 27.* — Waverley: W. D. Mansfield, freight brakeman, in jumping off running-board on rear of engine, got caught on coupling and was dragged about forty feet; generally shaken up and bruised, injuries apparently not serious.

*March 1.* — West Cambridge: W. H. Skane was driving over a private crossing in a milk wagon; engine of freight train struck wagon; Mr. Skane received cuts on his face and general bruises.

*March 1.* — West Cambridge: Frank McNiff, freight brakeman, on engine of freight train going east on long siding, parallel with east-bound main; jumped off directly in front of east-bound No. 54, and was struck and thrown under wheels; killed instantly.

*March 2.* — Belmont: Thomas Powers, walking on track, was struck by engine of train No. 12; head and shoulder badly bruised.

*March 3.* — Fitchburg: P. Rollins, freight brakeman, coupling freight cars; right hip badly injured by being caught between draw-bars.

*March 6.* — Union Market, Watertown: William Marquidant, freight brakeman, coupling freight cars; left hand badly crushed between draw-bars.



*March 6.* — West Cambridge: Charles Messer, brakeman, riding on saloon car, and engine backed against train so hard as to break saloon and throw Messer off; injured about the back.

*March 12.* — Hoosac Tunnel: E. E. Ordway, freight conductor, W. G. Hanchett, freight brakeman, riding on freight saloon car; rear freight car and saloon broke off and then ran into forward part of train; Ordway and Hanchett thrown against side of car; Ordway's leg broken and Hanchett's leg bruised.

*March 13.* — Royalston: F. Mills, fireman, jumped off moving engine onto ground and fell, injuring hip and knee.

*March 14.* — Pepperell: F. H. Baker, freight brakeman, coupling freight cars on inside of curve; body caught between ends of cars; injured internally.

*March 15.* — Ayer: G. H. Merrill, freight brakeman, riding in saloon car, was thrown against window, breaking glass and cutting his hand, by train breaking apart and suddenly setting air brakes.

*March 16.* — Boston: John Dillon, freight brakeman, climbing down ladder of car attached to engine No. 347, and this engine ran into engine No. 212; Dillon fell on tender of No. 347, injuring his side.

*March 17.* — Boston: William McLane, engineer, backing engine toward Boston, with his head out of window; found on his engine unconscious; evidently his head was struck by signal pole.

*March 19.* — Boston: M. Hopkins, freight brakeman, uncoupling freight cars; knuckle fell out from draw-bar onto his foot, bruising it.

*March 22.* — Worcester: F. J. Whitney, freight brakeman, fell off moving freight train; car wheels ran over his leg, cutting it off at ankle.

*March 26.* — Gardner: H. R. Kendall, a boy, eleven years of age, walking on track, was struck by freight car and knocked down; car wheel caught his heel, crushing it badly.

*April 13.* — Cambridge: Charles Bremer, freight brakeman, riding on freight train, fell off onto ground, injuring his back and arm.

*April 14.* — Somerville: W. D. Mansfield, freight brakeman, while jumping off freight car, caught his left hand in handle on end of car, and broke his left arm.

*April 18.* — Zoar: D. Hawkes, trespasser, walking on track, was struck by engine; died shortly after; no visible marks of accident on him.

*April 18.* — Ayer: P. Golfin, freight brakeman, was getting on moving engine, and was struck by a switch stand and thrown onto ground, breaking two ribs and cutting his head.

*April 22.* — Williamstown: A. E. Barbolt, freight conductor, coupling freight cars, was badly squeezed between the cars; died from his injuries.

*April 24.* — Boston: W. H. Clary, brakeman, while throwing switch, was struck by step of passing passenger car and thrown down; right shoulder sprained and elbow cut.

*April 27.* — Boston: Albert Waters, freight conductor, climbing up side ladder of moving freight car, was struck by car on siding, injuring his head and back.

*April 30.* — North Adams: William Ryan, sixteen years of age, stealing ride on freight train, jumped off, breaking his nose and jaw and badly cutting his face.

*May 3.* — North Adams: W. H. Chase, freight brakeman, riding on top of freight car on siding, was struck by projecting roof of a mill and was thrown to the ground; toe broken and face cut.

*May 4.* — Bemis, Watertown: Charles Newton, freight brakeman, was thrown from top of freight car onto ground by sudden application of air brakes, injuring back and leg; engineer was flagged to make quick stop.

*May 6.* — Boston: passenger train No. 106 ran against bunting post in Boston Union Station with considerable force, injuring ten passengers and one employee. Engineer had train under full control, but when about ninety feet from post in getting on his feet fell onto floor of engine, his foot struck brake cock and released brakes.

*May 12.* — North Adams: W. H. Hoag, freight brakeman, getting off freight car; foot caught in step and sprained his knee.

*May 19.* — Waverley: while Mrs. E. A. Adams was walking down steps of passenger car to alight from train, train started and she fell to the ground, injuring her shoulder and arm.

*May 20.* — Gardner: P. A. Lanahan, freight conductor, while getting off moving freight car, struck against a switch target, bruising right leg.

*May 22.* — Boston: M. McCaskill, freight brakeman, fell from top of freight car onto ground, breaking collar bone.

*May 22.* — Ayer: P. H. Hanlon, freight brakeman, coupling freight cars; shoulder pinched between projecting stick of lumber and end of car; no bones broken.

*May 24.* — Boston: W. B. Marshall, fireman, fell off tender of engine, injuring his back; engine was standing still.

*May 27.* — Watertown: John Kelley, passenger, fell off passenger train between Watertown and West Watertown, receiving cut on chin and number of bruises.

*June 5.* — Pepperell: J. A. Sherman, riding on top of high car, was standing up; top of head cut by being struck by tell-tale.

*June 15.* — Boston: A. Johnson, freight brakeman, making coupling between freight cars; left arm bruised by being caught between draw-bars.

*June 15.* — Williamstown: Frank DuFraine, freight brakeman, uncoupling freight cars; finger on right hand broken by being caught between draw-bars.

*June 19.* — Boston: Edward Cleveland, freight conductor, fell off freight car, injuring right foot.

*June 20.* — Jeffersons: D. M. Hunt, freight conductor, was setting up brake; kink in brake chain straightened out and brake wheel turned around; Hunt lost his hold and fell onto ground, spraining ankle and knee.

*June 22.* — West Cambridge: a freight engine was pulling string of freight from yard of Bay State Brick Company; one car derailed. Mrs. Paul St. Martin and Louis Fournier were walking on track, had stopped to let this train pass, and were squeezed between derailed car and the fence; injuries apparently slight.

*June 24.* — Somerville: John S. Stratos ran under the gates at Medford street crossing, was struck by engine of express train and instantly killed.

*June 27.* — Gardner: the dead and badly mangled body of an unknown man was found on track by train crew about 5.30 A.M.; no information regarding accident.

*June 28.* — Shirley: Joseph Bastien, walking on track, was struck by train No. 18 and killed.

*June 30.* — Fitchburg: A. Hodgkins, engineer, while running his engine, had his head out of cab window and head was struck by car on siding; large contusion over left eye, and eye badly swollen.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,

BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edmund D. Codman, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Paul Crocker, *Clerk of Corporation*, Boston, Mass. George A. Torrey, *General Counsel*, Boston, Mass. Joseph W. Richards, *General Auditor*, Boston, Mass. Amos S. Crane, *General Traffic Manager*, Boston, Mass. Charles M. Burt, *General Passenger Agent*, Boston, Mass. Thomas A. Duggan, *Assistant General Freight Agent*, Boston, Mass. Frank O. Melcher, *Superintendent*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edmund D. Codman, Boston, Mass. Robert Codman, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. Joseph R. Leeson, Boston, Mass. Charles T. Plunkett, Adams, Mass. James Renfrew, Adams, Mass. Wm. Seward Webb, New York, N. Y. Francis Smith, Rockland, Me. Wm. H. Hollister, New York, N. Y. Charles Lowell, Boston, Mass. Joseph B. Russell, Belmont, Mass. Brigham N. Bullock, Fitchburg, Mass. William E. Rice, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,  
ROBERT CODMAN,  
JOSEPH B. RUSSELL,  
RODNEY WALLACE,  
C. T. CROCKER,  
CHAS. T. PLUNKETT,  
CHARLES LOWELL,  
JAMES RENFREW,  
B. N. BULLOCK,  
WM. E. RICE,

*Directors.*

DAN. A. GLEASON,

*Treasurer.*

F. O. MELCHER,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 12, 1899. Then personally appeared the above-named Edmund D. Codman, Robert Codman, Joseph B. Russell, Rodney Wallace, C. T. Crocker, Jas. Renfrew, B. N. Bullock and Wm. E. Rice, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN. A. GLEASON,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On Sept. 13, 1899, personally appeared the above-named Dan'l A. Gleason, and on Sept. 15, 1899, personally appeared the above-named F. O. Melcher, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED GORHAM,

*Justice of the Peace.*

## RETURN

OF THE

## GRAFTON &amp; UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$47,942 81
Operating expenses, . . . . .	31,611 81
NET EARNINGS FROM OPERATION, . . . . .	\$16,331 00
Miscellaneous income, less expense of collecting: interest on deposits, . . . . .	346 61
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$16,677 61
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$10,900 00	
Taxes, . . . . . 441 85	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	11,341 85
Surplus for the year ending June 30, 1899, . . . . .	\$5,335 76
Amount of surplus June 30, 1898, . . . . .	5,099 82
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$10,435 58

## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$24,388 03		
Deductions:			
Tickets redeemed, . . . . .		\$54 95	
Other repayments, . . . . .		4,610 10	
Total deductions, . . . . .		\$4,565 05	
NET REVENUE FROM PASSENGERS, . . . . .			\$19,822 98
From mails, . . . . .	\$929 23		
From express, . . . . .	3,369 41		
Other earnings, passenger service, . . . . .	59 55		
			4,358 19
TOTAL EARNINGS, PASSENGER SERVICE (carried forward), . . . . .			\$24,181 17



## EARNINGS FROM OPERATION—Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward, . . . . .</i>	<i>. . . . .</i>	<i>. . . . .</i>	\$24,181 17
Freight service:			
Gross receipts from freight, . . . . .	\$88,905 04		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$35 33	
Other repayments, . . . . .	. . . . .	65,108 07	
Total deductions, . . . . .	. . . . .	\$65,143 40	
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	23,761 64
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$47,942 81

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers, . . . . .	\$3,000 00
General office expenses and supplies, . . . . .	385 15
Insurance, . . . . .	185 00
Stationery and printing (general offices), . . . . .	45 80
TOTAL, . . . . .	\$3,615 95
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$4,515 79
Renewals of ties, . . . . .	1,518 21
Repairs and renewals of bridges and culverts, . . . . .	2 80
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	74 80
Repairs and renewals of buildings and fixtures, . . . . .	218 22
Other expenses of maintaining way and structures: removal of snow, . . . . .	291 27
TOTAL, . . . . .	\$6,621 09
Maintenance of equipment:	
Repairs and renewals of locomotives, . . . . .	\$1,893 77
Repairs and renewals of passenger cars, . . . . .	657 89
Repairs and renewals of freight cars, . . . . .	29 61
Repairs and renewals of shop machinery and tools, . . . . .	30 89
TOTAL, . . . . .	\$2,612 16
Conducting transportation:	
Superintendence, . . . . .	\$1,000 04
Engine and roundhouse men, . . . . .	3,114 59
Fuel for locomotives, . . . . .	4,540 75
Water supply for locomotives, . . . . .	287 55
Oil, tallow and waste for locomotives, . . . . .	308 75
Train service, . . . . .	3,403 56
Train supplies and expenses, . . . . .	165 42
Switchmen, flagmen and watchmen, . . . . .	546 00
Station service, . . . . .	3,250 68
Station supplies, . . . . .	240 59
Car mileage—balance, . . . . .	173 21
Loss and damage, . . . . .	130 00

Conducting transportation — <i>Concluded.</i>	
Rentals for tracks, yards and terminals, . . . . .	\$1,225 00
Stationery and printing, . . . . .	310 40
Other expenses of conducting transportation :	
Teams for transporting passengers, . . . . .	6 85
Travelling expenses of superintendent, . . . . .	59 22
<b>TOTAL, . . . . .</b>	<b>\$18,762 61</b>
Recapitulation :	
General expenses, . . . . .	\$3,615 95
Maintenance of way and structures, . . . . .	6,621 09
Maintenance of equipment, . . . . .	2,612 16
Conducting transportation, . . . . .	18,762 61
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$31,611 81</b>
Percentage of operating expenses to gross earnings, . . .	65.94

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		DR.
Cost of road, . . . . .		\$456,917 68
Cost of equipment, . . . . .		61,082 32
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$518,000 00</b>
Cash, . . . . .		10,435 58
<b>TOTAL, . . . . .</b>		<b>\$528,435 58</b>
LIABILITIES.		CR.
Capital stock, . . . . .		\$250,000 00
Funded debt, . . . . .		268,000 00
Profit and Loss balance (surplus), . . . . .		10,435 58
<b>TOTAL, . . . . .</b>		<b>\$528,435 58</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	250,000 00	
Capital stock issued and outstanding, . . . . .		\$250,000 00
Number of shares issued and outstanding, . . . . .	2,500	
Number of stockholders, . . . . .	32	
Number of stockholders in Massachusetts, . . . . .	31	
Amount of stock held in Massachusetts, . . . . .	\$113,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year
	Per Cent.			
First mortgage bonds, . . . . .	4	Nov. 1, 1912,	\$250,000 00	\$10,000 00
Second mortgage bonds, . . . . .	5	July 1, 1913,	18,000 00	900 00
<b>TOTALS, . . . . .</b>			<b>\$268,000 00</b>	<b>\$10,900 00</b>

## VOLUME OF TRAFFIC, ETC.

<b>Passenger traffic:</b>	
Number of passengers carried paying revenue, . . . .	83,444
Number of passengers carried one mile, . . . .	542,386
Number of passengers carried one mile per mile of road operated, . . . .	32,872
Average length of journey per passenger, . . . .	6.500 miles.
Average amount received from each passenger, . . . .	23.756 cents.
Average amount received per passenger per mile carried, . .	3.654 "
Passenger earnings (gross) per mile of road operated, . .	\$1,465 52.545
Passenger earnings (gross) per passenger-train mile run, . .	1 00.151
<b>Freight traffic:</b>	
Number of tons of freight hauled earning revenue, . . . .	49,427
Number of tons of freight hauled one mile, . . . .	296,562
Number of tons of freight hauled one mile per mile of road operated, . . . .	17,393
Average length of haul per ton, . . . .	6.000 miles.
Average amount received for each ton of freight, . . . .	48.074 cents.
Average amount received per ton per mile hauled, . . . .	8 012 "
Freight earnings (gross) per mile of road operated, . . . .	\$1,440 09 939
Freight earnings (gross) per freight-train mile run, . . . .	93.845 cents.
<b>Operating expenses:</b>	
Operating expenses per mile of road operated, . . . .	\$1,915 86.727
Operating expenses per revenue-train mile run, . . . .	68.852 cents.
<b>Train mileage:</b>	
Miles run by passenger trains, . . . .	20,592
Miles run by freight trains, . . . .	22,090
Miles run by mixed trains, . . . .	3,230
Total mileage of trains earning revenue, . . . .	45,912
Miles run by switching trains, . . . .	1,422
Total train mileage, . . . .	47,334
<b>Fares and freights:</b>	
Average rate of fare per mile on single local tickets, . . . .	3.600 cents.
Average rate of fare per mile on commutation tickets, . . . .	2.900 "
Average rate of fare per mile on season tickets, . . . .	1.500 "
Average rate of fare per mile on joint tickets, . . . .	3.200 "
Average rate of freight per ton mile on local way-bill, . . . .	3.640 "
Average rate of freight per ton mile on joint way-bill, . . . .	2.910 "
<b>Employees:</b>	
Average number of persons employed, . . . .	24

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 16.500	Miles. 16.500
Length of side track, etc., . . . . .	3.000	3.000
TOTAL LENGTH OF TRACK OWNED, . . . . .	19.500	19.500
RAILROAD OPERATED.		
Length of main line, . . . . .	16.500	16.500
Length of side track, etc., . . . . .	3.000	3.000
TOTAL LENGTH OF TRACK OPERATED, . . . . .	19.500	19.500

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				Lbs.	Lbs.
Passenger and freight, . . . . .		2	3	80,000	70,000

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars, . . . . .	2	2	2	Miller.
Combination cars, . . . . .	2	2	2	Miller.
Baggage, express and mail cars, . . . . .	2	1	2	Miller.
TOTAL, . . . . .	6	4	6	
CARS — FREIGHT SERVICE.				
Flat cars, . . . . .	1	1	1	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 4

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	30
Number of highway grade crossings protected by flagmen, . . . . .	3
Number of highway grade crossings unprotected, . . . . .	27
Total length of pile and trestle bridging (in feet), . . . . .	50

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON &amp; UPTON RAILROAD COMPANY,

GRAFTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President and General Manager*, Grafton, Mass. John F. Simmons, *Vice-President*, Boston, Mass. Albert G. Morse, *Treasurer and Clerk of Corporation*, Boston, Mass. Levi W. Moore, *Superintendent*, Milford, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Usher, Grafton, Mass. Frank W. Morse, Boston, Mass. John F. Simmons, Boston, Mass. William G. Wheildon, Boston, Mass. Porter A. Underwood, Boston, Mass. George W. Knowlton, West Upton, Mass. William F. Draper, Hopedale, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD P. USHER,  
PORTER A. UNDERWOOD,  
JOHN F. SIMMONS,  
W. G. WHEILDON,  
*Directors.*  
ALBERT G. MORSE,  
*Treasurer.*  
LEVI W. MOORE,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 2, 1899. Then personally appeared the above-named Porter A. Underwood, John F. Simmons, W. G. Wheildon, Albert G. Morse and L. W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD P. USHER,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 2, 1899. Then personally appeared the above-named Edward P. Usher, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, ARTHUR W. CROSSLEY,  
*Justice of the Peace.*



## RETURN

OF THE

## HOLYOKE &amp; WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$34,673 32
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization, . . . . .	\$548 13	
Interest on funded debt, . . . . .	8,000 00	
Taxes, . . . . .	2,721 27	
<b>TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .</b>		<b>11,269 40</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>		<b>\$23,403 92</b>
Dividends declared (6 per cent), . . . . .		15,600 00
Surplus for the year ending June 30, 1899, . . . . .		\$7,803 92
Amount of surplus June 30, 1898, . . . . .		15,424 60
Credits to profit and loss account during the year: error in charging interest in 1898, . . . . .		900 00
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>		<b>\$24,128 52</b>
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.		Dr.
Cost of road, . . . . .		\$462,268 89
Cash, . . . . .	\$14,558 13	
Traffic balances due from other companies, . . . . .	7,301 50	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>21,859 63</b>
<b>TOTAL, . . . . .</b>		<b>\$484,128 52</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$260,000 00
Funded debt, . . . . .		200,000 00
Profit and Loss balance (surplus), . . . . .		24,128 52
<b>TOTAL, . . . . .</b>		<b>\$484,128 52</b>

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$350,000	00	
Capital stock authorized by votes of company, . . . . .	260,000	00	
Capital stock issued and outstanding, . . . . .			\$260,000 00
Number of shares issued and outstanding, . . . . .	2,600		
Number of stockholders, . . . . .	15		
Number of stockholders in Massachusetts, . . . . .	14		
Amount of stock held in Massachusetts, . . . . .	\$240,000	00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 4	April 1, 1911,	\$200,000 00	\$8,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 10.320	Miles. 10.320
Length of side track, etc., . . . . .	14.130	14.130
TOTAL LENGTH OF TRACK OWNED, . . . . .	24.450	24.450

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE &amp; WESTFIELD RAILROAD COMPANY,

HOLYOKE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. W. Chapin, *President*, Holyoke, Mass. C. B. Prescott, *Vice-President*, Holyoke, Mass. E. L. Munn, *Treasurer*, Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward W. Chapin, Holyoke, Mass. Charles B. Prescott, Holyoke, Mass. Henry B. Spencer, Holyoke, Mass. Edwin L. Munn, Holyoke, Mass. John D. Walsh, Holyoke, Mass. J. L. Perkins, Holyoke, Mass. Clovis Roberts, Holyoke, Mass. Herman F. Foerster, Holyoke, Mass. George L. Bosworth, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD W. CHAPIN,  
CHARLES B. PRESCOTT,  
JOHN D. WALSH,  
HERMAN F. FOERSTER,  
CLOVIS ROBERTS,  
GEORGE L. BOSWORTH,  
HENRY B. SPENCER,  
J. L. PERKINS,  
EDWIN L. MUNN,

*Directors.*

EDWIN L. MUNN,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 5, 1899. Then personally appeared the above-named Edward W. Chapin, Charles B. Prescott, John D. Walsh, Herman F. Foerster, Clovis Roberts, George L. Bosworth, Henry B. Spencer, J. L. Perkins and Edwin L. Munn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN HILDRETH,  
*Justice of the Peace.*

# RETURN

## OF THE

### HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$56,615 66
Operating expenses, . . . . .	39,159 56
NET EARNINGS FROM OPERATION, . . . . .	\$17,456 10
Miscellaneous income, less expense of collecting: rentals, etc., . . . . .	399 41
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$17,855 51
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$8,933 76
Interest and discount on unfunded debts and loans, . . . . .	2,171 56
Taxes, . . . . .	508 40
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	11,613 72
NET DIVISIBLE INCOME, . . . . .	\$6,241 79
Dividends declared during the year: December 31, 1898, 2 per cent on \$250,000, . . . . .	5,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$1,241 79
Amount of surplus June 30, 1898, . . . . .	9,415 23
Debits to profit and loss account during the year: expense on bonds, . . . . .	\$10,657 02
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$8,027 02
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers, . . . . .	\$8,173 27
From mails, . . . . .	\$1,109 60
From express, . . . . .	1,297 99
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	\$10,580 86
Freight service: gross receipts from freight, . . . . .	46,024 11
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	\$56,604 97
Other earnings from operation: car mileage — balance, . . . . .	10 69
GROSS EARNINGS FROM OPERATION, . . . . .	\$56,615 66

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers, . . . . .	\$635 00
Salaries of clerks and attendants, . . . . .	1,889 52
Insurance, . . . . .	454 77
Stationery and printing (general offices), . . . . .	90 05
Other general expenses, . . . . .	483 55
TOTAL, . . . . .	\$3,552 89
Maintenance of way and structures :	
Repairs of roadway, . . . . .	\$5,878 23
Renewals of ties, . . . . .	3,833 06
Repairs and renewals of buildings and fixtures, . . . . .	149 38
Repairs and renewals of telegraph and telephones, . . . . .	245 57
TOTAL, . . . . .	\$10,106 24
Maintenance of equipment :	
Repairs and renewals of locomotives, . . . . .	\$3,078 62
Repairs and renewals of passenger cars, . . . . .	426 80
Repairs and renewals of freight cars, . . . . .	5,107 55
Repairs and renewals of shop machinery and tools, . . . . .	2,218 63
TOTAL, . . . . .	\$10,831 60
Conducting transportation :	
Engine and roundhouse men, . . . . .	\$2,258 62
Fuel for locomotives, . . . . .	2,855 42
Water supply for locomotives, . . . . .	38 50
Oil, tallow and waste for locomotives, . . . . .	26 67
Other supplies for locomotives, . . . . .	5 52
Train service, . . . . .	1,356 95
Train supplies and expenses, . . . . .	196 48
Station service, . . . . .	1,701 00
Station supplies, . . . . .	321 33
Injuries to persons, . . . . .	2,291 51
Advertising, . . . . .	38 45
Stationery and printing, . . . . .	15 25
Other expenses of conducting transportation : transferring, . . . . .	3,563 13
TOTAL, . . . . .	\$14,668 83
Recapitulation :	
General expenses, . . . . .	\$3,552 89
Maintenance of way and structures, . . . . .	10,106 24
Maintenance of equipment, . . . . .	10,831 60
Conducting transportation, . . . . .	14,668 83
TOTAL OPERATING EXPENSES, . . . . .	\$39,159 56
Percentage of operating expenses to gross earnings, . . . . .	69.17

## GENERAL BALANCE SHEET JUNE 30, 1899.

## ASSETS.

Dr.

Cost of road, . . . . .	\$425,598 44
Cost of equipment, . . . . .	61,750 42
TOTAL PERMANENT INVESTMENTS, . . . . .	\$487,348 86



Cash, . . . . .	\$2,199 37	
Bills receivable, . . . . .	1,425 07	
Due from agents, . . . . .	4,018 92	
Traffic balances due from other companies, . . . . .	161 92	
Due from solvent companies and individuals, . . . . .	15,943 27	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$23,748 55
Materials and supplies, . . . . .		845 25
<b>TOTAL,</b> . . . . .		<b>\$511,942 66</b>
<b>LIABILITIES. Cr.</b>		
Capital stock, . . . . .		\$250,000 00
Funded debt, . . . . .		196,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$50,671 64	
Audited vouchers and accounts, . . . . .	2,732 03	
Salaries and wages, . . . . .	1,245 30	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		54,648 97
Accrued liabilities: interest accrued and not yet due, . . . . .		3,266 67
Profit and Loss balance (surplus), . . . . .		8,027 02
<b>TOTAL,</b> . . . . .		<b>\$511,942 66</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	250,000 00	
Capital stock issued and outstanding, . . . . .		\$250,000 00
Number of shares issued and outstanding, . . . . .	2,500	
Number of stockholders, . . . . .	43	
Number of stockholders in Massachusetts, . . . . .	19	
Amount of stock held in Massachusetts, . . . . .	\$97,100 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	Sept. 1, 1922,	\$196,000 00	\$8,933 76

## VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue, . . . . .	17,724
Number of passengers carried one mile, . . . . .	240,354
Number of passengers carried one mile per mile of road operated, . . . . .	9,614

**Passenger traffic — *Concluded.***

Average length of journey per passenger, . . . . .	13.560 miles.
Average amount received from each passenger, . . . . .	46.114 cents.
Average amount received per passenger per mile carried, . . . . .	3.405 "
Passenger earnings (gross) per mile of road operated, . . . . .	\$423 23.440
Passenger earnings (gross) per passenger-train mile run, . . . . .	64.925 cents.

**Freight traffic:**

Number of tons of freight hauled earning revenue, . . . . .	38,614
Number of tons of freight hauled one mile, . . . . .	674,310
Number of tons of freight hauled one mile per mile of road operated, . . . . .	26,972
Average length of haul per ton, . . . . .	17.460 miles.
Average amount received for each ton of freight, . . . . .	\$1 19.190
Average amount received per ton per mile hauled, . . . . .	6.825 cents.
Freight earnings (gross) per mile of road operated, . . . . .	\$1,840 96 440
Freight earnings (gross) per freight-train mile run, . . . . .	3 47.220

**Operating expenses:**

Operating expenses per mile of road operated, . . . . .	1,566 38.240
Operating expenses per revenue-train mile run, . . . . .	1 32.510

**Train mileage:**

Miles run by passenger trains, . . . . .	14,278
Miles run by freight trains, . . . . .	7,196
Miles run by mixed trains, . . . . .	8,078
Total mileage of trains earning revenue, . . . . .	29,552
Total train mileage, . . . . .	29,552

**Fares and freights:**

Average rate of fare per mile on single local tickets, . . . . .	4.000 cents.
Average rate of fare per mile on mileage tickets, . . . . .	3.000 "
Average rate of fare per mile on joint tickets, . . . . .	2.200 "
Average rate of freight per ton mile on local way-bill, . . . . .	6.825 "

**Employees:**

Average number of persons employed, . . . . .	40
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**DESCRIPTION OF RAILROAD OWNED AND OPERATED.**

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 24.250	Miles. 8.220
Length of branch line, Hartwellville Branch and Mountain Mills Branch, . . . . .	.750	-
TOTAL LENGTH OF LINE OWNED, . . . . .	25.000	8.220
Length of side track, etc., . . . . .	3.000	.780
TOTAL LENGTH OF TRACK OWNED, . . . . .	28.000	9.000
RAILROAD OPERATED.		
Length of main line, . . . . .	24.250	8.220
Length of branch line, . . . . .	.750	-
TOTAL LENGTH OF LINE OPERATED, . . . . .	25.000	8.220
Length of side track, etc., . . . . .	3.000	.780
TOTAL LENGTH OF TRACK OPERATED, . . . . .	28.000	9.000

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Equipped with Power Train Brakes.
LOCOMOTIVES.			
Passenger, . . . . .		4	- -
Freight, . . . . .		2	- -
TOTAL, . . . . .		6	- -
CARS — PASSENGER SERVICE.			
Passenger cars, . . . . .		4	Eames Vacuum.
Combination cars, . . . . .		2	Eames Vacuum.
Other cars in passenger service, . . . . .		2	- -
TOTAL, . . . . .		8	- -
CARS — FREIGHT SERVICE.			
Box cars, . . . . .		50	- -
Flat cars, . . . . .		53	- -
Coal cars, . . . . .		14	- -
Refrigerator cars, . . . . .		1	- -
TOTAL, . . . . .		118	- -
CARS — COMPANY'S SERVICE.			
Gravel cars, . . . . .		20	- -
Caboose cars, . . . . .		2	Hand brake.
Other cars in company's service, . . . . .		15	- -
TOTAL, . . . . .		37	- -

Total length of pile and trestle bridging (in feet), . . . . . 20

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,

CORPORATE OFFICE, HOLYOKE, MASS.; GENERAL OFFICE, WILMINGTON, VT.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. John C. Newton, *Treasurer*, Wilmington, Vt. James S. Newton, *Clerk of Corporation*, Holyoke, Mass. Martin A. Brown, *General Passenger Agent and General Freight Agent*, Wilmington, Vt. Moses Newton, *Superintendent*, Holyoke, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel H. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. Moses Newton, Holyoke, Mass. Montgomery Rollins, Boston, Mass. Walter H. Draper, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

DANIEL H. NEWTON,  
JAMES H. NEWTON,  
MOSES NEWTON,  
JAMES S. NEWTON,

*Directors.*

JAMES S. NEWTON,

*Treasurer.*

MOSES NEWTON,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 8, 1899. Then personally appeared the above-named Daniel H. Newton, James H. Newton, Moses Newton and James S. Newton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN HILDRETH,

*Justice of the Peace.*





## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,  
66 STATE STREET, BOSTON, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

R. W. Hopkins, *President*, Boston, Mass. Frank J. Bartlett, *Treasurer and Clerk of Corporation*, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Arlington, Mass. Nelson Bartlett, Boston, Mass.  
Horace O. Bright, Cambridge, Mass. Nathan B. Prescott, Boston, Mass.

---

We hereby certify that the statements contained in the foregoing return are full, just and true.

REUBEN W. HOPKINS,  
NELSON BARTLETT,  
NATHAN B. PRESCOTT,  
H. O. BRIGHT,  
*Directors.*  
FRANK J. BARTLETT,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 21, 1899. Then personally appeared the above-named Reuben W. Hopkins, Nelson Bartlett, Horace O. Bright, Nathan B. Prescott and Frank J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH N. PALMER,  
*Justice of the Peace.*

# RETURN

## OF THE

### LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$52,500 00
Income from other sources: interest on bank balances, . . . . .	163 00
GROSS INCOME, . . . . .	\$52,663 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$141 00
Taxes, . . . . .	15 94
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	156 94
NET DIVISIBLE INCOME, . . . . .	\$52,506 06
Dividends declared (9 per cent), . . . . .	56,250 00
Deficit for the year ending June 30, 1899, . . . . .	\$3,743 94
Amount of surplus June 30, 1898, . . . . .	148,304 07
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$144,560 13
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$767,050 24
Cash, . . . . .	2,509 89
TOTAL, . . . . .	\$769,560 13
LIABILITIES.	CR.
Capital stock, . . . . .	\$625,000 00
Profit and Loss balance (surplus), . . . . .	144,560 13
TOTAL, . . . . .	\$769,560 13

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company, . . . . .	\$625,000 00		
Capital stock issued and outstanding, . . . . .			\$625,000 00
Number of shares issued and outstanding, . . . . .	6,250		
Number of stockholders, . . . . .	201		
Number of stockholders in Massachusetts, . . . . .	178		
Amount of stock held in Massachusetts, . . . . .	\$561,700 00		

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line, . . . . .	8.850	8.850
Length of second track, . . . . .	8.730	8.730
Length of side track, etc., . . . . .	6.780	6.780
TOTAL LENGTH OF TRACK OWNED, . . . . .	24.360	24.360

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,  
LOWELL, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Austin K. Chadwick, *Treasurer*,  
Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. Frederick F. Ayer, New York, N. Y. George  
Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates,  
Lowell, Mass. Jacob Rogers, Lowell, Mass. Edward P. Rowell, Lowell,  
Mass.

We hereby certify that the statements contained in the foregoing return are  
full, just and true.

FREDERICK AYER,  
OLIVER H. MOULTON,  
JACOB ROGERS,  
PRESCOTT C. GATES,  
*Directors.*  
AUSTIN K. CHADWICK,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 12, 1899. Then personally appeared the above-named Frederick Ayer, and made oath that the foregoing statement by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WINSLOW WHITMAN,

*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Sept. 13, 1899. Then personally appeared the above-named Oliver H. Moulton, Jacob Rogers, Prescott C. Gates and Austin K. Chadwick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. HAGGETT,

*Justice of the Peace.*

RETURN

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD  
COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$1,800 00
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization, . . . . .	\$127 00
Interest on funded debt, . . . . .	600 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	727 00
NET DIVISIBLE INCOME, . . . . .	\$1,073 00
Dividends declared (1 per cent), . . . . .	1,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$73 00
Amount of deficit June 30, 1898, . . . . .	8,021 29
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$7,948 29
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	
Cost of road, . . . . .	Dr. \$101,308 23
Cash, . . . . .	743 48
Profit and Loss balance (deficit), . . . . .	7,948 29
TOTAL, . . . . .	\$110,000 00
LIABILITIES.	
Capital stock, . . . . .	Cr. \$100,000 00
Funded debt, . . . . .	10,000 00
TOTAL, . . . . .	\$110,000 00



CAPITAL STOCK.			
Capital stock authorized by law, . . . .	\$100,000 00		
Capital stock authorized by votes of company, . . . .	100,000 00		
Capital stock issued and outstanding, . . . .	.		\$100,000 00
Number of shares issued and outstanding, . . . .	1,000		
Number of stockholders, . . . .	20		
Number of stockholders in Massachusetts, . . . .	19		
Amount of stock held in Massachusetts, . . . .	\$99,000 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . .	Per Cent. 6	Jan. 1, 1909, .	\$10,000 00	\$600 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	4.650	4.650
Length of side track, etc., . . . . .	.380	.380
TOTAL LENGTH OF TRACK OWNED, . . . . .	5.030	5.030

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,  
FRANKLIN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. James F. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOSEPH G. RAY,  
JAMES F. RAY,  
EDGAR K. RAY,  
GEORGE W. WIGGIN,  
*Directors.*

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, July 27, 1899. Then personally appeared the above-named Joseph G. Ray, James F. Ray, Edgar K. Ray and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, <sup>ss</sup><sub>cc</sub> WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

# RETURN

## OF THE

### MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$4,200 00
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization, . . . . .	\$229 46
Interest on funded debt, . . . . .	3,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	3,229 46
NET DIVISIBLE INCOME, . . . . .	\$970 54
Dividends declared (1 per cent), . . . . .	1,486 00
Deficit for the year ending June 30, 1899, . . . . .	\$515 46
Amount of deficit June 30, 1898, . . . . .	34,330 39
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$34,845 85
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	
Cost of road, . . . . .	\$173,381 13
Cash, . . . . .	373 02
Profit and Loss balance (deficit), . . . . .	34,845 85
TOTAL, . . . . .	\$208,600 00
LIABILITIES.	
Capital stock, . . . . .	\$148,600 00
Funded debt, . . . . .	60,000 00
TOTAL, . . . . .	\$208,600 00
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$200,000 00
Capital stock authorized by votes of company, . . . . .	148,600 00
Capital stock issued and outstanding, . . . . .	\$148,600 00
Number of shares issued and outstanding, . . . . .	1,486
Number of stockholders, . . . . .	34
Number of stockholders in Massachusetts, . . . . .	29
Amount of stock held in Massachusetts, . . . . .	\$145,000 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Dec. 1, 1908,	\$60,000 00	\$3,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 15.130	Miles. 15.130
Length of side track, etc., . . . . .	3.550	3.550
TOTAL LENGTH OF TRACK OWNED, . . . . .	18.680	18.680

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,  
MILFORD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Claflin, Milford, Mass. John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George A. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM F. DRAPER,  
C. F. CLAFLIN,  
JOHN P. DANIELS,  
EBEN S. DRAPER,  
*Directors.*  
JAMES E. WALKER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 14, 1899. Then personally appeared the above-named William F. Draper, C. F. Claflin, John P. Daniels, Eben S. Draper and James E. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,  
*Justice of the Peace.*

# RETURN

## OF THE

### TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET BEACH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road (coupons presented to New York, New Haven & Hartford Railroad Company and paid), . . . . .	\$6,250 00
Expenses and charges upon income accrued during the year: interest on funded debt, . . . . .	\$6,250 00
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$250,000 00
TOTAL, . . . . .	\$250,000 00
LIABILITIES.	CR.
Capital stock, . . . . .	\$250,000 00
TOTAL, . . . . .	\$250,000 00

#### DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 6.950	Miles. 6.950
Length of second track, . . . . .	6.880	6.880
Length of side track, etc., . . . . .	4.500	4.500
TOTAL LENGTH OF TRACK OWNED, . . . . .	18.330	18.330



## NAME AND ADDRESS OF THE TRUSTEE.

ARTHUR W. MOORS, 111 DEVONSHIRE STREET, BOSTON, MASS.,

*Trustee for the Bondholders of the Nantasket Beach Railroad.*

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I hereby certify that the statements contained in the foregoing return are full, just and true.

ARTHUR W. MOORS,  
*Trustee.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 23, 1899. Then personally appeared the above-named Arthur W. Moors, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, EDWARD PELHAM DODD,  
*Notary Public.*

# RETURN

## OF THE

### NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,215 90
Operating expenses, . . . . .	4,191 14
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$24 76
Charges upon income accrued during the year :	
Interest on funded debt, . . . . . \$1,020 00	
Taxes, . . . . . 24 76	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	1,044 76
Deficit for the year ending June 30, 1899, . . . . .	\$1,020 00
Amount of deficit June 30, 1898, . . . . .	720 00
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$1,740 00
EARNINGS FROM OPERATION.	
Passenger service :	
Gross receipts from passengers, . . . . .	\$2,919 51
From mails, . . . . .	84 95
Other earnings, passenger service, . . . . .	1,211 44
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,215 90
EXPENSES OF OPERATION.	
Maintenance of way and structures : repairs of roadway, . . . . .	\$793 47
Maintenance of equipment :	
Repairs and renewals of locomotives, . . . . .	\$281 65
Repairs and renewals of passenger cars, . . . . .	96 12
TOTAL, . . . . .	\$377 77

<b>Conducting transportation:</b>	
Superintendence, . . . . .	\$185 00
Engine and roundhouse men, . . . . .	813 34
Fuel for locomotives, . . . . .	850 56
Water supply for locomotives, . . . . .	30 00
Oil, tallow and waste for locomotives, . . . . .	34 11
Train service, . . . . .	87 41
Switchmen, flagmen and watchmen, . . . . .	161 00
Station service, . . . . .	124 35
Station supplies, . . . . .	71 50
Other expenses of conducting transportation: handling baggage, . . . . .	662 63
<b>TOTAL, . . . . .</b>	<b>\$3,019 90</b>
<b>Recapitulation:</b>	
Maintenance of way and structures, . . . . .	\$793 47
Maintenance of equipment, . . . . .	377 77
Conducting transportation, . . . . .	3,019 90
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$4,191 14</b>

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		DR.
Cost of road, . . . . .		\$35,000 00
Profit and Loss balance (deficit), . . . . .		1,740 00
<b>TOTAL, . . . . .</b>		<b>\$36,740 00</b>
LIABILITIES.		CR.
Capital stock, . . . . .		\$18,000 00
Funded debt, . . . . .		17,000 00
Current liabilities: matured interest coupons unpaid (including coupons due July 1), . . . . .		1,740 00
<b>TOTAL, . . . . .</b>		<b>\$36,740 00</b>

CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$18,000 00
Capital stock authorized by votes of company, . . . . .	18,000 00
Capital stock issued and outstanding, . . . . .	\$18,000 00
Number of shares issued and outstanding, . . . . .	180
Number of stockholders, . . . . .	5
Number of stockholders in Massachusetts, . . . . .	5
Amount of stock held in Massachusetts, . . . . .	\$18,000 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 6	Feb. 1, 1906,	\$17,000 00	-

## VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue, . . . . .	8,518
Number of passengers carried one mile, . . . . .	66,733
Number of passengers carried one mile per mile of road operated, . . . . .	7,851
Average length of journey per passenger, . . . . .	7.400 miles.
Average amount received from each passenger, . . . . .	34.200 cents.
Average amount received per passenger per mile carried, . . . . .	4.300 "
Passenger earnings (gross) per mile of road operated, . . . . .	\$342 15
Passenger earnings (gross) per passenger-train mile run, . . . . .	57.000 cents.
Train mileage:	
Miles run by passenger trains, . . . . .	6,000
Total train mileage, . . . . .	6,000
Fares: average rate of fare per mile on single local tickets, . . . . .	4.400 cents.
Employees:	
Average number of persons employed, . . . . .	14

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 8.500	Miles. 8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OWNED, . . . . .	8.700	8.700
RAILROAD OPERATED.		
Length of main line, . . . . .	8.500	8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OPERATED, . . . . .	8.700	8.700

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Average Weight.	Equipped with Automatic Couplers.	Name of Coupler Used.
LOCOMOTIVES.				
Passenger, . . . . .	2	Lbs. 36,000	-	-
CARS — PASSENGER SERVICE.				
Passenger cars, . . . . .	3	-	3	Miller.
Baggage, express and mail cars, . . . . .	1	-	-	-
TOTAL, . . . . .	4	-	-	-
CARS — FREIGHT SERVICE.				
Flat cars, . . . . .	3	-	-	-
CARS — COMPANY'S SERVICE.				
Gravel cars, . . . . .	1	-	-	-

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	4
Number of highway grade crossings protected by flagmen,	4

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,  
10 TREMONT STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. D. L. Weeks, *Treasurer and General Manager*, 10 Tremont Street, Boston, Mass. Melvin M. Johnson, *Clerk of Corporation*, 53 Tremont Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass. George R. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. Benj. W. Gilbert, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,  
DELMONT L. WEEKS,  
BYRON B. JOHNSON,

*Directors.*

D. L. WEEKS,  
*Treasurer.*

D. L. WEEKS,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. JUNE 13, 1899. Then personally appeared the above-named Delmont L. Weeks and Henry S. Milton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES B. F. THOMAS,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 25, 1899. Then personally appeared the above-named Byron B. Johnson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN M. JOHNSON,  
*Notary Public.*



# RETURN

## OF THE

### NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL BALANCE SHEET JUNE 30, 1899.				
ASSETS.			DR.	
Cost of road, . . . . .	.	.	\$1,057,031	20
Due from solvent companies and individuals, . . . . .	.	.	6,257	41
Profit and Loss balance (deficit), . . . . .	.	.	646,694	29
<b>TOTAL, . . . . .</b>	.	.	<b>\$1,709,982</b>	<b>90</b>
LIABILITIES.			CR.	
Capital stock, . . . . .	.	.	\$500,000	00
Funded debt, . . . . .	.	.	500,000	00
Current liabilities :				
Loans and notes payable, . . . . .	.	\$105,509	90	
Matured interest coupons unpaid (including coupons due October 1, 1894), . . . . .	.	604,473	00	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	.	.	<b>709,982</b>	<b>90</b>
<b>TOTAL, . . . . .</b>	.	.	<b>\$1,709,982</b>	<b>90</b>
CAPITAL STOCK.				
Capital stock authorized by law, . . . . .	.	\$600,000	00	
Capital stock authorized by votes of company, . . . . .	.	500,000	00	
Capital stock issued and outstanding, . . . . .	.			\$500,000 00
Number of shares issued and outstanding, . . . . .	.	5,000		
Number of stockholders, . . . . .	.	143		
Number of stockholders in Massachusetts, . . . . .	.	81		
Amount of stock held in Massachusetts, . . . . .	.	\$54,700	00	

#### FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 6	Oct. 1, 1894, .	\$500,000 00	-

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 20.120	Miles. 15.140
Length of side track, etc., . . . . .	5.140	2.830
TOTAL LENGTH OF TRACK OWNED, . . . . .	25.260	17.970

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON &amp; BOSTON RAILROAD COMPANY,

CONCORD, N. H.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. John H. Pearson, Concord, N. H. John F. Webster, Concord, N. H. Frank S. Streeter, Concord, N. H. Henry A. Kimball, Concord, N. H. Joseph W. Fellows, Manchester, N. H. Herman F. Straw, Manchester, N. H. Charles T. Means, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,  
J. W. FELLOWS,  
JOHN F. WEBSTER,  
HENRY A. KIMBALL,  
*Directors.*  
JOHN F. WEBSTER,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

MERRIMACK, SS. AUG. 21, 1899. Then personally appeared the above-named Benjamin A. Kimball, Joseph W. Fellows, John F. Webster and Henry A. Kimball, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. MOONEY,  
*Justice of the Peace.*

# RETURN

## OF THE

### NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$73,000 00
Dividends received on stocks owned, . . . . .	1,572 00
Interest received on note owned, . . . . .	5,000 00
Income from other sources: interest, etc., . . . . .	191 40
<b>GROSS INCOME, . . . . .</b>	<b>\$79,763 40</b>
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$1,712 17
Interest on funded debt, . . . . .	5,000 00
<b>TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .</b>	<b>6,712 17</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$73,051 23</b>
Dividends declared (9 per cent), . . . . .	72,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$1,051 23
Amount of surplus June 30, 1898, . . . . .	156,492 35
Credits to profit and loss account during the year: interest on \$100,000 note credited in June, due July 1, . . . . .	2,500 00
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>	<b>\$160,043 58</b>
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$684,242 07
Cost of equipment, . . . . .	218,242 95
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$902,485 02</b>
Cash, . . . . .	\$6,795 81
Bills receivable and investments, . . . . .	152,306 25
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>159,102 06</b>
<b>TOTAL, . . . . .</b>	<b>\$1,061,587 08</b>

LIABILITIES.										Cr.
Capital stock, . . . . .	.	.	.	.	.	.	.	.	.	\$800,000 00
Funded debt, . . . . .	.	.	.	.	.	.	.	.	.	100,000 00
Current liabilities:										
Dividends not called for, . . . . .	.	.	.	.	.	.	.	.	.	\$1,531 50
Matured interest coupons unpaid, . . . . .	.	.	.	.	.	.	.	.	.	12 00
TOTAL CURRENT LIABILITIES, . . . . .										1,543 50
Profit and Loss balance (surplus), . . . . .	.	.	.	.	.	.	.	.	.	160,043 58
TOTAL, . . . . .										\$1,061,587 08

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$800,000 00		
Capital stock authorized by votes of company, . . . . .	800,000 00		
Capital stock issued and outstanding, . . . . .	. . . . .	\$800,000 00	
Number of shares issued and outstanding, . . . . .	8,000		
Number of stockholders, . . . . .	383		
Number of stockholders in Massachusetts, . . . . .	195		
Amount of stock held in Massachusetts, . . . . .	\$557,300 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plain bonds, . . . . .	5	July 1, 1900, .	\$100,000 00	\$5,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 14.500	Miles. 9.250
Length of second track, . . . . .	14.500	9.250
Length of side track, etc., . . . . .	12.640	7.540
TOTAL LENGTH OF TRACK OWNED, . . . . .	41.640	26.040

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA &amp; LOWELL RAILROAD CORPORATION,

50 STATE STREET, ROOM 59, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, *President*, 31 Milk Street, Boston, Mass. John Brooks, *Treasurer*, 50 State Street, Boston, Mass. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis A. Brooks, Boston, Mass. C. E. A. Bartlett, Chelmsford, Mass.  
Alfred S. Hall, Winchester, Mass. Edward A. Newell, Boston, Mass. John  
Brooks, Cambridge, Mass.

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We hereby certify that the statements contained in the foregoing return are  
full, just and true.

FRANCIS A. BROOKS,  
ALFRED S. HALL,  
EDWARD A. NEWELL,  
JOHN BROOKS,  
CHARLES E. A. BARTLETT,  
*Directors.*  
JOHN BROOKS,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 30, 1899. Then personally appeared the above-named  
Francis A. Brooks, Alfred S. Hall and John Brooks, and severally made oath  
that the foregoing certificate by them subscribed is, to the best of their knowl-  
edge and belief, true.

Before me,                      GEORGE CLARENCE HODGES,  
*Justice of the Peace.*



# RETURN

## OF THE

### NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1899.				
ASSETS.			DR.	
Cost of road, . . . . .				\$597,386 32
TOTAL, . . . . .				\$597,386 32
LIABILITIES.			CR.	
Capital stock, . . . . .				\$220,340 02
Funded debt, . . . . .				300,000 00
Profit and Loss balance (surplus), . . . . .				77,046 30
TOTAL, . . . . .				\$597,386 32
CAPITAL STOCK.				
Capital stock authorized by law, . . . . .		\$430,000 00		
Capital stock authorized by votes of company, . . . . .		202,100 00		
Capital stock issued and outstanding, . . . . .				\$200,900 00
Amount paid in on shares not yet issued, . . . . .				19,440 02
TOTAL CAPITAL STOCK LIABILITY, . . . . .				\$220,340 02
Number of shares issued and outstanding, . . . . .		2,009		
Number of stockholders, . . . . .		292		
Number of stockholders in Massachusetts, . . . . .		290		
Amount of stock held in Massachusetts, . . . . .		\$183,300 00		

#### FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	6	Nov. 15, 1852,	\$3,900 00	-
Mortgage bonds, . . . . .	6	Oct. 16, 1854,	30,200 00	-
Mortgage bonds, . . . . .	6	Dec. 15, 1857,	113,100 00	-
Mortgage bonds, . . . . .	6	Mar. 1, 1870,	288,600 00	-
TOTAL, . . . . .			\$445,800 00	-
All of which are owned by the Boston & Maine Railroad, and for which the liability of the Newburyport Railroad at the termination of the lease is . . . . .			300,000 00	-

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 26.980	Miles. 26.980
Length of side track, etc., . . . . .	4.630	4.630
TOTAL LENGTH OF TRACK OWNED, . . . . .	31.610	31.610

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY,

BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *General Auditor*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. .

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,  
HENRY R. REED,  
JOSEPH H. WHITE,  
JOSEPH S. RICKER,  
*Directors.*  
HERBERT E. FISHER,  
*Assistant Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. AUG. 24, 1899. Then personally appeared the above-named Lucius Tuttle, Henry R. Reed, Joseph H. White and Joseph S. Ricker, directors, and Herbert E. Fisher, assistant treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,  
*Justice of the Peace.*

## RETURN

OF THE

## NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

## GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road, . . . . .	\$1,120,000 00
Expenses and charges upon income accrued during the year: interest on funded debt, . . . . .	970,000 00
NET DIVISIBLE INCOME, . . . . .	\$150,000 00
Dividends declared (3 per cent on preferred stock), . . .	\$150,000 00
Amount of deficit June 30, 1898, . . . . .	\$337,645 86
Debits to profit and loss account during the year: excess of payments over collection of accounts, . . . . .	4,306 93
TOTAL DEFICIT JUNE 30, 1899, . . . . .	\$341,952 79

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.	DR.
Cost of road, . . . . .	\$26,316,241 08
Cost of equipment (appraised value), . . . . .	2,416,608 87
Underlying liens, being mortgages of the New York & New England Railroad Company, . . . . .	11,500,000 00
TOTAL PERMANENT INVESTMENTS, . . . . .	\$40,232,849 95
Cash, . . . . .	\$65,342 20
Sinking and other special funds, . . . . .	9,225 00
Other cash assets, . . . . .	895,812 28
TOTAL CASH AND CURRENT ASSETS, . . . . .	970,379 48
Profit and Loss balance (deficit), . . . . .	341,952 79
TOTAL, . . . . .	\$41,545,182 22

LIABILITIES.		Cr.	
Capital stock, common, . . . . .	\$20,000,000	00	
Capital stock, preferred, . . . . .	5,000,000	00	
<b>TOTAL CAPITAL STOCK, . . . . .</b>			\$25,000,000 00
Funded debt, . . . . .			5,000,000 00
Mortgage debt of the New York & New England Railroad Company, . . . . .			11,500,000 00
Accrued liabilities:			
Rentals accrued and not yet due, . . . . .	\$9,225	00	
Miscellaneous accrued liabilities: from Norwich & New York Transportation Co., . . . . .	35,957	22	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>			45,182 22
<b>TOTAL, . . . . .</b>			<b>\$41,545,182 22</b>
PROPERTY ACCOUNTS.			
Additions to construction account:			
Lands, land damages and fences, . . . . .	\$119,466	70	
Passenger and freight stations, woodsheds and water stations, . . . . .	46,479	61	
Elimination of grade crossings, . . . . .	306,310	64	
Other additions to construction account, . . . . .	88	72	
<b>TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . . . .</b>			\$472,345 67
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>			\$472,345 67
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):			
Bonds of Providence & Springfield R.R. Co., . . . . .	\$750,000	00	
Stock of Woonsqcket & Pascoag R.R. Co., . . . . .	100,000	00	
Stock of Boston Terminal Co., . . . . .	100,000	00	
(Above transferred to N. Y., N. H. & H. R.R. Co., lessee.)			
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>			950,000 00
<b>NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>			<b>\$477,654 33</b>
CAPITAL STOCK.			
Capital stock authorized by law, common, . . . . .	\$20,000,000	00	
Capital stock authorized by law, preferred, . . . . .	5,000,000	00	
<b>Total capital stock authorized by law, . . . . .</b>	\$25,000,000	00	
Capital stock authorized by votes of company, common, . . . . .	\$20,000,000	00	
Capital stock authorized by votes of company, preferred, . . . . .	5,000,000	00	
<b>Total capital stock authorized by vote, . . . . .</b>	\$25,000,000	00	
Capital stock issued and outstanding, common, . . . . .			\$20,000,000 00
Capital stock issued and outstanding, preferred, . . . . .			5,000,000 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . . . .</b>			<b>\$25,000,000 00</b>

Number of shares issued and outstanding, common, . . . . .	200,000	
Number of shares issued and outstanding, preferred, . . . . .	50,000	
Total number of shares outstanding, . . . . .		250,000
Number of stockholders, common, . . . . .	37	
Number of stockholders, preferred, . . . . .	48	
Total number of stockholders, . . . . .		85
Number of stockholders in Massachusetts, common, . . . . .	22	
Number of stockholders in Massachusetts, preferred, . . . . .	36	
Total stockholders in Massachusetts, . . . . .		58
Amount of stock held in Massachusetts, common, . . . . .		\$82,200 00
Amount of stock held in Massachusetts, preferred, . . . . .		62,800 00
Total stock held in Massachusetts, . . . . .		\$145,000 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage bonds, . . . . .	5	July 1, 1945, .	\$5,000,000 00	\$250,000 00

*Mortgage Debt of the New York & New England Railroad Company.*

First mortgage bonds, . . . . .	7	Jan. 1, 1905,	\$6,000,000 00	\$420,000 00
First mortgage bonds, . . . . .	6	Jan. 1, 1905,	4,000,000 00	240,000 00
Boston terminal first mortgage bonds, . . . . .	4	April 1, 1939,	1,500,000 00	60,000 00
TOTAL, . . . . .			\$11,500,000 00	\$720,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	215.270	50.630
Length of branch line, . . . . .	143.890	52.320
TOTAL LENGTH OF LINE OWNED, . . . . .	359.160	102.950
Length of second track, . . . . .	117.670	51.670
Length of side track, etc., . . . . .	182.890	67.970
TOTAL LENGTH OF TRACK OWNED, . . . . .	659.720	222.590

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

BOSTON, MASS.



## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. Edward D. Robbins, *Vice-President*, Hartford, Conn. George B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Secretary*, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis L. Higginson, Boston, Mass. Nehemiah W. Rice, Boston, Mass. Charles L. Lovering, Boston, Mass. Jesse Metcalf, Providence, R. I. Frederick J. Kingsbury, Waterbury, Conn. David S. Plume, Waterbury, Conn. Charles P. Clark, New Haven, Conn. Edward D. Robbins, Hartford, Conn. Robert Bacon, New York, N. Y. John W. Doane, Chicago, Ill. Edward G. Buckland, Providence, R. I.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

NEHEMIAH W. RICE,  
CHARLES L. LOVERING,  
DAVID S. PLUME,  
EDWARD D. ROBBINS,  
EDWARD G. BUCKLAND,  
CHARLES P. CLARK,  
*Directors.*  
GEO. B. PHIPPEN,  
*Treasurer.*

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## STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. SEPT. 8, 1899. Then personally appeared before me David S. Plume, Waterbury, Conn., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, J. H. HURLBUT,  
*Notary Public.*

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## STATE OF CONNECTICUT.

COUNTY OF HARTFORD, SS. SEPT. 9, 1899. Then personally appeared before me Edward D. Robbins, Hartford, Conn., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLOTTE E. SWAN,  
*Notary Public.*

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## STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, SS. SEPT. 11, 1899. Then personally appeared before me Edward G. Buckland, Providence, R. I., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, EDWARD F. READ,  
*Notary Public.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 13, 1899. Then personally appeared the above-named Nehemiah W. Rice and Charles L. Lovering, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. B. PHIPPEN,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 14, 1899. Then personally appeared the above-named George B. Phippen, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JAMES W. PERKINS,

*Notary Public.*

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## STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, SS. SEPT. 16, 1899. Then personally appeared the above-named Charles P. Clark, president, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANK E. HALL,

*Notary Public No. 9, New York County.*

# RETURN

## OF THE

### NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$335,566 46
Dividends received on stocks owned, . . . . .	1,260 00
<b>GROSS INCOME, . . . . .</b>	<b>\$336,826 46</b>
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization, . . . . . \$725 00	
Interest on funded debt, . . . . . 187,500 00	
Rentals paid Holyoke & Westfield Railroad Company, . . . . . 34,666 46	
Other expenses and charges upon income :	
contribution to sinking fund, . . . . . 15,000 00	
<b>TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .</b>	<b>237,891 46</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$98,935 00</b>
Dividends declared (4 per cent), . . . . .	98,400 00
Surplus for the year ending June 30, 1899, . . . . .	\$535 00
Amount of surplus June 30, 1898, . . . . .	244,671 28
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>	<b>\$245,206 28</b>

GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$5,731,586 62
Cost of equipment, . . . . .	850,430 62
Stock of Holyoke & Westfield Railroad, . . . . . \$20,000 00	
Stock of Southington Water Company, . . . . . 1,000 00	
	21,000 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$6,603,017 24</b>
Cash, . . . . . \$2,189 04	
Sinking and other special funds, . . . . . 300,000 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>302,189 04</b>
<b>TOTAL, . . . . .</b>	<b>\$6,905,206 28</b>

LIABILITIES.		CR.
Capital stock, . . . . .		\$2,460,000 00
Funded debt, . . . . .		2,600,000 00
New York, New Haven & Hartford Railroad Company for cash for redemption of 7 per cent bonds, . . . . .		1,300,000 00
Sinking and other special funds: sinking fund for 6 per cent bonds, . . . . .		300,000 00
Profit and Loss balance (surplus), . . . . .		245,206 28
<b>TOTAL, . . . . .</b>		<b>\$6,905,206 28</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$5,000,000 00	
Capital stock authorized by votes of company, . . . . .	2,460,000 00	
Capital stock issued and outstanding, . . . . .		\$2,460,000 00
Number of shares issued and outstanding, . . . . .	24,600	
Number of stockholders, . . . . .	7	
Number of stockholders in Massachusetts, . . . . .	2	
Amount of stock held in Massachusetts, . . . . .	\$200 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage 7 per cent bonds,* . . . . .	7	Jan., 1899,	\$1,300,000 00	\$45,500 00
Consolidated mortgage and sinking fund, . . . . .	6	April, 1909,	1,200,000 00	72,000 00
Extended convertible bonds, . . . . .	5	July, 1904,	700,000 00	35,000 00
Northern extension bonds, . . . . .	5	April, 1911,	700,000 00	35,000 00
<b>TOTALS, . . . . .</b>			<b>\$3,900,000 00</b>	<b>\$187,500 00</b>

\* These bonds matured on January 1, and were taken up by the New York, New Haven & Hartford Railroad Company, lessees.

*Bonds Guaranteed by New Haven & Northampton Company.*

Holyoke and Westfield Railroad, . . . . .	4	April, 1911,	\$200,000 00	\$8,000 00
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## SINKING FUND.

Amount, June 30, 1898, of 6 per cent consolidated bonds sinking fund, . . . . .	\$285,000 00
Additions during the year to 6 per cent consolidated bonds sinking fund, . . . . .	15,000 00
<b>TOTAL SINKING FUND JUNE 30, 1899, . . . . .</b>	<b>\$300,000 00</b>

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 94.640	Miles. 43.380
Length of branch line, . . . . .	31.670	17.580
TOTAL LENGTH OF LINE OWNED, . . . . .	126.310	60.960
Length of side track, etc., . . . . .	51.240	27.070
TOTAL LENGTH OF TRACK OWNED, . . . . .	177.550	88.030

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,  
NEW HAVEN, CONN.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. John M. Hall, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer and Clerk of Corporation*, New Haven, Conn.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Charles P. Clark, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. John M. Hall, New Haven, Conn. Samuel E. Merwin, New Haven, Conn. William E. Barnett, New Haven, Conn. Fayette S. Curtis, New Haven, Conn. John C. Hammond, Northampton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHAS. N. YEAMANS,  
S. E. MERWIN,  
WM. E. BARNETT,  
CHARLES P. CLARK,  
A. HEATON ROBERTSON,  
*Directors.*  
EDWARD A. RAY,  
*Treasurer.*  
R. G. CURTIS,  
*Superintendent.*

## STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. SEPT. 2, 1899. Then personally appeared the above-named Charles N. Yeamans, S. E. Merwin, Wm. E. Barnett, Charles P. Clark and A. Heaton Robertson, directors, Edward A. Ray, treasurer, and R. G. Curtis, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AVERY CLARK,  
*Notary Public.*



## RETURN

OF THE

## NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT).	
Gross earnings from operation, . . . . .	\$829,470 23
Operating expenses, . . . . .	603,165 46
NET EARNINGS FROM OPERATION, . . . . .	\$226,304 77
Charges upon income accrued during the year:	
Taxes, . . . . .	\$35,059 13
Rentals of leased roads: New London	
Northern, . . . . .	167,833 34
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	202,892 47
NET DIVISIBLE INCOME, . . . . .	23,412 30
GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT).	
Income from lease of road, . . . . .	\$211,000 00
Interest, . . . . .	944 39
TOTAL INCOME, . . . . .	\$211,944 39
General expenses, \$5,279 98; legal expenses,	
\$2,897.20; sundries, \$310.65, . . . . .	\$8,487 83
Interest, . . . . .	513 30
Interest on funded debt, . . . . .	68,120 00
TOTAL DEDUCTIONS FROM INCOME, . . . . .	77,121 13
NET INCOME, . . . . .	\$134,823 26
Dividends declared during the year:	
July, 1898, 2½ per cent on \$1,500,000, . .	\$33,750 00
October, 1898, 2½ per cent on \$1,500,000, .	33,750 00
January, 1899, 2½ per cent on \$1,500,000, .	33,750 00
April, 1899, 2½ per cent on \$1,500,000, .	33,750 00
TOTAL DIVIDENDS DECLARED, . . . . .	135,000 00
Deficit for the year ending June 30, 1899, . . . . .	\$176 74
Amount of surplus June 30, 1898, . . . . .	496,450 88
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$496,274 14

## EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers, . . . . .	\$214,331 28		
Deductions:			
Tickets redeemed, . . . . .	. . . . .	\$314 55	
Excess fares refunded, . . . . .	. . . . .	2,571 79	
Total deductions, . . . . .	. . . . .	\$2,886 34	
NET REVENUE FROM PASSENGERS, . . . . .	. . . . .	. . . . .	\$211,444 94
From mails and express, . . . . .	\$27,384 66		
From extra baggage and storage, . . . . .	3,234 21		
			30,618 87
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$242,063 81
Freight service:			
Gross receipts from freight, . . . . .	\$545,174 72		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$7,610 13	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	537,564 59
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$779,628 40
Other earnings from operation:			
Rentals from buildings and other property, . . . . .	. . . . .	. . . . .	49,841 83
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$829,470 23

## EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

General expenses:	
Salaries of general officers, . . . . .	\$9,090 32
Salaries of clerks and attendants, . . . . .	8,597 54
General office expenses and supplies, . . . . .	88 03
Insurance, . . . . .	1,324 01
Law expenses, . . . . .	6,048 58
Stationery and printing (general offices), . . . . .	1,658 89
Other general expenses, . . . . .	80 28
TOTAL, . . . . .	\$26,887 65
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$50,755 83
Renewals of rails, . . . . .	8,481 09
Renewals of ties, . . . . .	9,325 53
Repairs and renewals of bridges and culverts, . . . . .	8,212 73
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	2,948 60
Repairs and renewals of buildings and fixtures, . . . . .	8,998 00
Repairs and renewals of docks and wharves, . . . . .	1,730 94
Repairs and renewals of telegraph, . . . . .	356 35
Stationery and printing, . . . . .	439 21
Other expenses of maintaining way and structures, . . . . .	104 60
TOTAL, . . . . .	\$91,352 88
Maintenance of equipment:	
Superintendence, . . . . .	\$6,471 96
Repairs and renewals of locomotives, . . . . .	13,963 40

**Maintenance of equipment — *Concluded.***

Repairs and renewals of passenger cars, . . . .	\$6,107 10
Repairs and renewals of freight cars, . . . .	8,785 40
Repairs and renewals of work cars, . . . .	19 50
Repairs and renewals of shop machinery and tools, . . . .	1,894 20
Stationery and printing, . . . .	648 55
Other expenses of maintaining equipment, . . . .	676 17

**TOTAL, . . . . .** **\$38,566 28**

**Conducting transportation :**

Superintendence, . . . . .	\$14,397 88
Engine and roundhouse men, . . . . .	38,559 54
Fuel for locomotives, . . . . .	62,540 07
Water supply for locomotives, . . . . .	1,610 18
Other supplies for locomotives, . . . . .	2,321 68
Train service, . . . . .	32,322 28
Train supplies and expenses, * . . . .	9,221 54
Switchmen, flagmen and watchmen, . . . . .	21,507 92
Telegraph expenses, . . . . .	7,227 81
Station service, . . . . .	164,895 09
Station supplies, . . . . .	6,147 27
Car mileage — balance, . . . . .	34,659 02
Hire of equipment, . . . . .	9,944 13
Loss and damage, . . . . .	2,719 63
Injuries to persons, . . . . .	3,530 71
Clearing wrecks, . . . . .	139 58
Advertising, . . . . .	1,004 15
Outside agencies, . . . . .	7,689 67
Commissions, . . . . .	61 12
Rentals of buildings and other property, . . . . .	20,043 67
Stationery and printing, . . . . .	5,167 33
Other expenses of conducting transportation, . . . . .	648 38

**TOTAL, . . . . .** **\$446,358 65**

**Recapitulation :**

General expenses, . . . . .	\$26,887 65
Maintenance of way and structures, . . . . .	91,352 88
Maintenance of equipment, . . . . .	38,566 28
Conducting transportation, . . . . .	446,358 65

**TOTAL OPERATING EXPENSES, . . . . .** **\$603,165 46**

**Percentage of operating expenses to gross earnings, . . . . .** **72.72**

**GENERAL BALANCE SHEET JUNE 30, 1899 (LESSOR'S ACCOUNT).****ASSETS.****DR.**

Cost of road, . . . . .	\$3,054,070 61
Cost of equipment, . . . . .	248,420 44
Bonds of Brattleboro & Whitehall Railroad, . . . . .	150,000 00
Other permanent property: steamboat property, . . . . .	5,000 00

**TOTAL PERMANENT INVESTMENTS, . . . . .** **\$3,457,491 05**

Cash, . . . . .	\$70,218 49
Due from solvent companies and individuals, . . . . .	960 19

**TOTAL CASH AND CURRENT ASSETS, . . . . .** **71,178 68**

**TOTAL, . . . . .** **\$3,528,669 73**

LIABILITIES.										CR.							
Capital stock,	.	.	.	.	.	.	.	.	.	\$1,500,000	00						
Funded debt,	.	.	.	.	.	.	.	.	.	1,500,000	00						
Current liabilities:																	
Loans and notes payable,	.	.	.	.	.	.	.	.	.	\$30,000	00						
Dividends not called for,	.	.	.	.	.	.	.	.	.	1,841	25						
Matured interest coupons unpaid,	.	.	.	.	.	.	.	.	.	554	34						
TOTAL CURRENT LIABILITIES,										.	.	.	.	.	32,395	59	
Profit and Loss balance (surplus),										.	.	.	.	.	496,274	14	
TOTAL,										.	.	.	.	.	.	\$3,528,669	73

### PROPERTY ACCOUNTS (LESSOR'S ACCOUNT).

Additions to construction account: Palmertown siding,	\$42,995 22
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## CAPITAL STOCK (LESSOR'S ACCOUNT).

Capital stock authorized by law, . . . . .	\$2,000,000 00	
Capital stock authorized by votes of company, . . . . .	1,500,000 00	
Capital stock issued and outstanding, . . . . .	. . . . .	\$1,500,000 00
Number of shares issued and outstanding, . . . . .	15,000	
Number of stockholders, . . . . .	371	
Number of stockholders in Massachusetts, . . . . .	158	
Amount of stock held in Massachusetts, . . . . .	\$609,000 00	

FUNDED DEBT (LESSOR'S ACCOUNT).

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated bonds, . . . .	5	1910, . .	\$312,000 00	\$40,600 00
Consolidated bonds, . . . .	4	1910, . .	688,000 00	27,520 00
TOTALS, . . . . .	. .	. . . .	\$1,500,000 00	\$68,120 00

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

Passenger traffic:	
Number of passengers carried paying revenue, . . . .	613,286
Number of passengers carried one mile, . . . .	9,972,908
Number of passengers carried one mile per mile of road operated, . . . .	99,729
Average length of journey per passenger, . . . .	16.400 miles.
Average amount received from each passenger, . . . .	34.477 cents.
Average amount received per passenger per mile carried, . . . .	2.120 "
Passenger earnings (gross) per mile of road operated, . . . .	\$2,420 64
Passenger earnings (gross) per passenger-train mile run, . . . .	87.857 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue, . . . .	749,403
Number of tons of freight hauled one mile, . . . .	38,691,308
Number of tons of freight hauled one mile per mile of road operated, . . . .	386,913

<b>Freight traffic — <i>Concluded.</i></b>	
Average length of haul per ton, . . . . .	51.600 miles.
Average amount received for each ton of freight, . . . . .	71.700 cents.
Average amount received per ton per mile hauled, . . . . .	1.380 "
Freight earnings (gross) per mile of road operated, . . . . .	\$5,375 64
Freight earnings (gross) per freight-train mile run, . . . . .	1 99.700
<b>Operating expenses:</b>	
Operating expenses per mile of road operated, . . . . .	6,031 65
Operating expenses per revenue-train mile run, . . . . .	1 17.500
<b>Train mileage:</b>	
Miles run by passenger trains, . . . . .	275,519
Miles run by freight trains, . . . . .	269,064
Total mileage of trains earning revenue, . . . . .	544,583
Miles run by switching trains, . . . . .	186,442
Miles run by construction and other trains, . . . . .	5,704
Total train mileage, . . . . .	736,729
<b>Fares and freights:</b>	
Average rate of fare per mile on single local tickets, . . . . .	2.990 cents.
Average rate of fare per mile on commutation tickets, . . . . .	1.180 "
Average rate of fare per mile on mileage tickets, . . . . .	2.000 "
Average rate of fare per mile on season tickets, . . . . .	.750 "
Average rate of fare per mile on joint tickets, . . . . .	2.170 "
<b>Employees:</b>	
Average number of persons employed, . . . . .	543

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 121.000	Miles. 54.900
Length of side track, etc., . . . . .	20.700	10.500
<b>TOTAL LENGTH OF TRACK OWNED, . . . . .</b>	<b>141.700</b>	<b>65.400</b>
<b>RAILROAD OPERATED.</b>		
Length of main line, . . . . .	100.000	44.000
Length of side track, etc., . . . . .	20.700	10.500
<b>TOTAL LENGTH OF TRACK OPERATED, . . . . .</b>	<b>120.700</b>	<b>54.500</b>

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Total Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
<b>LOCOMOTIVES.</b>				
Passenger, . . . . .	11	1	Lbs. 74,600	Lbs. 68,000
Freight, . . . . .	10	7	105,600	91,000
Switching, etc., . . . . .	2	1	65,500	57,200
<b>TOTAL, . . . . .</b>	<b>23</b>	<b>9</b>	<b>-</b>	<b>-</b>



## DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Total Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler Used	
CARS—PASSENGER SERVICE.					
Passenger cars, . . . . .	14	14	14	Miller.	
Combination cars, . . . . .	10	10	10	Miller.	
Baggage, express and mail cars, . . . . .	3	3	3	Miller.	
TOTAL, . . . . .	27	27	27	-	-
CARS—FREIGHT SERVICE.					
Box cars, . . . . .	111	-	18	Trojan.	
Flat cars, . . . . .	83	1	2	Trojan.	
Coal cars, . . . . .	133	3	42	Trojan.	
TOTAL, . . . . .	327	4	62	-	-
CARS—COMPANY'S SERVICE.					
Gravel cars, . . . . .	37	-	-	-	-
Derrick cars, . . . . .	1	-	-	-	-
Caboose cars, . . . . .	15	-	-	-	-
Other cars in company's service, . . . . .	9	-	-	-	-
TOTAL, . . . . .	62	-	-	-	-

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	53
Number of highway grade crossings protected by flagmen, . . . . .	6
Number of highway grade crossings unprotected, . . . . .	47
Number of highway bridges 18 feet (or more) above track, . . . . .	7
Number of highway bridges less than 18 feet above track, . . . . .	2
Height of lowest highway bridge above track, . . . . .	17 ft. 1½ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (3 in number), viz. :	
Boston & Albany, Palmer. Boston & Albany, Barrett's Junction. Boston & Maine, near South Vernon.	

## BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
62, South Monson, . . . . .	Pony Howe truss, . . . . .	Two new bents.
81, South Amherst, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
84, North Amherst, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
84½, North Amherst, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
85, Leverett, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
88, Montague, . . . . .	Plate girder, . . . . .	New ties and guard rails.
90, Miller's Falls, . . . . .	Plate girder, . . . . .	Painted.
91, Miller's Falls, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
93, Northfield Farms, . . . . .	Stringers on masonry, . . . . .	New ties and guard rails.
73, Monson, . . . . .	Through riveted lattice, . . . . .	Painted.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	1	-	1	2	4
Other persons,	-	-	1	-	1	-	1	4
TOTALS, .	-	-	1	1	1	1	3	8

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Nov. 16, 1898. — Palmer : P. J. Daley, laborer, lying on track ; killed.

Jan 9, 1899. — Barrett's Junction : J. E. Mangin, brakeman, coupling ; finger cut off.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,  
NEW LONDON, CONN.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn. Augustus Brandegee, *General Counsel*, New London, Conn. M. M. Reynolds, *Auditor*, St Albans, Vt. E. H. Fitzhugh, *General Manager*, St. Albans, Vt. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. John Pullen, *General Freight Agent*, St. Albans, Vt. F. W. Baldwin, *Superintendent*, St. Albans, Vt.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert Coit, New London, Conn. Augustus Brandegee, New London, Conn. Charles H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. Edward C. Smith, St. Albans, Vt. John C. Averill, Norwich, Conn. Guilford Smith, South Windham, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,  
AUG. BRANDEGEE,  
JOHN C. AVERILL,  
*Directors.*  
C. E. SOULE,  
*Assistant Superintendent.*

## STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. OCT. 27, 1899. Then personally appeared the above-named Robert Coit, Augustus Brandegee, John C. Averill and C. E. Soule, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,  
*Notary Public.*

## RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD  
COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

## GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation, . . . . .	\$37,143,917 07
* Operating expenses, . . . . .	23,581,256 29

NET EARNINGS FROM OPERATION, . . . . .	\$11,562,660 78
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## Dividends received on stocks owned:

Providence & Stonington Steamship Company, . . . . .	\$120,000 00	
New York, New Haven & Hartford Railroad Co., . . . . .	43,470 00	
Providence & Springfield Rail- road Company, . . . . .	17,534 00	
Rhode Island & Massachusetts R.R. Co., Mass. Division, . . . . .	10,000 00	
Rhode Island & Massachusetts R.R. Co., R. I. Division, . . . . .	7,223 00	
Old Colony Railroad Co., . . . . .	4,243 75	
New Haven & Northampton Company, . . . . .	2,130 00	
West Stockbridge R. R. Co., . . . . .	1,800 00	
Narragansett Pier R. R. Co., . . . . .	1,683 00	
New Haven & Derby R. R. Co., . . . . .	776 00	
Naugatuck Railroad Co., . . . . .	740 00	
Stockbridge & Pittsfield Rail- road Company, . . . . .	660 00	
Boston & New York Air Line Railroad Company, . . . . .	332 00	
New York Transfer Company, . . . . .	200 00	
Chicago, Rock Island & Pacific Railroad Company, . . . . .	139 15	
Berkshire Railroad Company, . . . . .	60 00	
Danbury & Norwalk R. R. Co., . . . . .	35 00	
Rotch Spinning Company, . . . . .	24 00	
Iron Works Aqueduct Co., . . . . .	6 70	
New England Railroad, . . . . .	1 00	
		\$211,039 60

## Interest received on bonds owned:

Providence & Springfield Rail- road Company, . . . . .	\$37,500 00
New Haven & Northampton Company, . . . . .	17,500 00
Pawtuxet Valley R. R. Co., . . . . .	7,000 00
Meriden Horse Railroad Co., . . . . .	5,050 00

Interest received on bonds owned — <i>Con.</i>		
Danbury & Norwalk R R. Co.,	\$30 00	
Atlas Tack Corporation,	15 00	
		\$67,095 00
Dividends on stocks leased:		
Old Colony Steamboat Co.,	\$300,000 00	
Union Freight Railroad Co.,	17,220 00	
Providence, Warren & Bristol Railroad Company,	16,855 00	
		334,075 00
Interest on deposits, etc.,		11,193 85
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,		\$623,423 45
GROSS INCOME ABOVE OPERATING EXPENSES,		\$12,186,084 23
Charges upon income accrued during the year:		
Interest on funded debt,	\$1,110,118 55	
Interest and discount on unfunded debts and loans,	953 06	
Taxes,	2,171,167 14	
Rentals of leased roads,*	4,537,874 80	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .		7,820,113 55
NET DIVISIBLE INCOME, . . . . .		\$4,365,970 68

## \* RENTALS OF LEASED ROADS.

NAME OF ROAD.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R. R. Stock.	Net Amount.
Old Colony Railroad, . . . . .	\$1,811,073 32	\$386,260 00	\$1,424,813 32
New England Railroad, . . . . .	1,120,762 59	144,326 00	976,436 59
Boston & Providence Railroad, . . . . .	497,031 36	-	497,031 36
Providence & Worcester Railroad, . . . . .	416,000 00	-	416,000 00
Norwich & Worcester Railroad, . . . . .	274,679 34	-	274,679 34
New Haven & Northampton Company, . . . . .	300,885 00	96,140 00	204,745 00
Harlem River & Port Chester Railroad, . . . . .	170,000 00	-	170,000 00
Naugatuck Railroad, . . . . .	206,000 00	97,220 00	108,780 00
Boston & New York Air Line Railroad, . . . . .	144,940 00	63,780 00	81,160 00
New Haven & Derby Railroad, . . . . .	91,180 00	14,144 00	77,036 00
Providence & Springfield Railroad, . . . . .	58,212 23	-	58,212 23
Danbury & Norwalk Railroad, . . . . .	63,500 00	22,320 00	41,180 00
Berkshire Railroad, . . . . .	36,250 00	-	36,250 00
Holyoke & Westfield Railroad, . . . . .	34,666 46	-	34,666 46
Stockbridge & Pittsfield Railroad, . . . . .	27,172 00	-	27,172 00
Providence, Warren & Bristol Railroad, . . . . .	23,415 72	-	23,415 72
Pawtuxet Valley Railroad, . . . . .	17,663 00	-	17,663 00
Plymouth & Middleborough Railroad, . . . . .	11,350 00	-	11,350 00
Rhode Island & Massachusetts R R, Mass. Div., . . . . .	10,000 00	-	10,000 00
Rhode Island & Massachusetts R.R., R. I. Div., . . . . .	10,000 00	-	10,000 00
Attleborough Branch Railroad, . . . . .	9,219 00	-	9,219 00
Nantasket Beach Railroad, . . . . .	6,250 00	-	6,250 00
Woonsocket & Pascoag Railroad, . . . . .	5,000 00	-	5,000 00
Milford & Woonsocket Railroad, . . . . .	4,200 00	-	4,200 00
Rockville Railroad, . . . . .	3,650 00	-	3,650 00
Chatham Railroad, . . . . .	2,948 12	-	2,948 12
West Stockbridge Railroad, . . . . .	1,800 00	-	1,800 00
Milford, Franklin & Providence Railroad, . . . . .	1,800 00	-	1,800 00
Colchester Railroad, . . . . .	1,750 00	-	1,750 00
Middletown, Meriden & Waterbury Railroad, . . . . .	666 66	-	666 66
	\$5,362,064 80	\$824,190 00	\$4,537,874 80

Dividends declared during the year:		
September 30, 1898, 2 per cent on \$51,008,600,	\$1,020,172 00	
December 31, 1898, 2 per cent on \$52,308,600,	1,046,172 00	
March 31, 1899, 2 per cent on \$52,308,600,	1,046,172 00	
June 30, 1899, 2 per cent on \$52,308,600,	1,046,172 00	
<b>TOTAL DIVIDENDS DECLARED,</b>		<b>\$4,158,688 00</b>
Surplus for the year ending June 30, 1899,		\$207,282 68
Amount of surplus June 30, 1898,		11,120,360 09
Credits to profit and loss account during the year:		
Excess of assets over liabilities of the following companies, transferred to the books of this company:		
New England R.R. Co.,	\$895,812 28	
Shepaug, Litchfield & Norwich R.R. Co.,	112,742 29	
	<u>\$1,008,554 57</u>	
Profit received from sale of stocks owned by the company,	1,394 27	
<b>TOTAL CREDITS,</b>		<b>\$1,009,948 84</b>
Debits to profit and loss account during the year: amounts charged off in adjustment of old accounts,		
	<u>46,201 11</u>	
<b>NET AMOUNT CREDITED TO PROFIT AND LOSS,</b>		<b>963,747 73</b>
<b>TOTAL SURPLUS JUNE 30, 1899,</b>		<b>\$12,291,390 50</b>

## EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<b>Passenger service:</b>			
Gross receipts from passengers,	\$15,672,735 93		
Deductions:			
Tickets redeemed,		\$110,543 73	
Excess fares refunded,		67,141 88	
Total deductions,		<u>\$167,685 61</u>	
<b>NET REVENUE FROM PASSENGERS,</b>			<b>\$15,505,050 32</b>
From mails,	\$624,241 52		
From express,	1,206,637 50		
From extra baggage and storage,	192,803 75		
Other earnings, passenger service:			
Parlor, dining, buffet and sleeping cars,	707,022 09		
Steamer café, etc.,	149,075 37		
			<u>2,879,780 23</u>
<b>TOTAL EARNINGS, PASSENGER SERVICE,</b>			<b>\$18,384,830 55</b>
<b>Freight service:</b>			
Gross receipts from freight,	\$17,884,499 10		
Deductions:			
Overcharge to shippers,		\$120,315 01	
Other repayments,		25,175 99	
Total deductions,		<u>\$145,491 00</u>	
<b>NET REVENUE FROM FREIGHT (carried forward),</b>			<b>\$17,739,008 10</b>



## EARNINGS FROM OPERATION—Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i> . . . . .	. . . . .	. . . . .	\$17,739,008 10
From hoisting, . . . . .	\$347,229 92		
From switching, . . . . .	86,748 51		
From trackage, . . . . .	65,651 44		
From wharfage, . . . . .	42,245 51		
From weighing, . . . . .	30,313 42		
From miscellaneous, . . . . .	70,651 66		
			642,840 46
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$18,381,848 56
TOTAL PASSENGER AND FREIGHT EARNINGS,	. . . . .	. . . . .	\$36,766,679 11
Other earnings from operation:			
Telegraph companies, . . . . .	\$50,827 04		
Rentals from buildings and other property, . . . . .	326,410 92		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	377,237 96
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$37,143,917 07

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers, . . . . .	\$160,842 44
Salaries of clerks and attendants, . . . . .	275,398 59
General office expenses and supplies, . . . . .	53,484 29
Insurance, . . . . .	53,660 07
Law expenses, . . . . .	219,077 28
Stationery and printing (general offices), . . . . .	13,969 52
Other general expenses:	
Real estate expenses, etc., . . . . .	66,767 90
Incidentals, . . . . .	50,853 45
TOTAL, . . . . .	\$894,053 54
Maintenance of way and structures:	
Repairs of roadway, . . . . .	\$2,899,963 21
Renewals of rails, . . . . .	306,523 66
Renewals of ties, . . . . .	475,844 25
Repairs and renewals of bridges and culverts, . . . . .	370,825 20
Repairs and renewals of fences, road crossings, signs and cattle guards, . . . . .	157,000 23
Repairs and renewals of buildings and fixtures, . . . . .	678,973 38
Repairs and renewals of docks and wharves, . . . . .	68,622 95
Repairs and renewals of telegraph, . . . . .	7,947 66
Stationery and printing, . . . . .	2,890 20
TOTAL, . . . . .	\$4,968,590 74
Maintenance of equipment:	
Superintendence, . . . . .	\$108,961 65
Repairs and renewals of locomotives, . . . . .	1,160,637 70
Repairs and renewals of passenger cars, . . . . .	1,081,950 52
Repairs and renewals of freight cars, . . . . .	1,014,568 08
Repairs and renewals of work cars, . . . . .	43,779 10
Repairs and renewals of marine equipment, . . . . .	292,439 03
Repairs and renewals of shop machinery and tools, . . . . .	133,233 06
Stationery and printing, . . . . .	4,341 32

<b>Maintenance of equipment — <i>Concluded.</i></b>	
Other expenses of maintaining equipment:	
Wages of shop laborers, watchmen, etc., . . . . .	\$137,881 79
Fuel for stationary engines, . . . . .	57,871 35
Heat and light for engine houses, etc., . . . . .	46,701 62
<b>TOTAL, . . . . .</b>	<b>\$4,082,365 22</b>
<b>Conducting transportation:</b>	
Superintendence, . . . . .	\$368,808 57
Engine and roundhouse men, . . . . .	2,104,728 23
Fuel for locomotives, . . . . .	2,485,978 25
Water supply for locomotives, . . . . .	173,100 07
Oil, tallow and waste for locomotives, . . . . .	98,925 43
Other supplies for locomotives, . . . . .	48,941 25
Train service, . . . . .	2,146,091 02
Train supplies and expenses, . . . . .	486,953 01
Switchmen, flagmen and watchmen, . . . . .	1,556,004 85
Telegraph expenses, . . . . .	311,976 18
Station service, . . . . .	3,165,595 01
Station supplies, . . . . .	267,020 35
Car mileage — balance, . . . . .	642,916 56
Loss and damage, . . . . .	61,061 44
Injuries to persons, . . . . .	307,034 22
Clearing wrecks, . . . . .	21,466 50
Operating marine equipment, . . . . .	453,481 37
Advertising, . . . . .	52,625 63
Outside agencies, . . . . .	5,468 19
Rentals for tracks, yards and terminals, . . . . .	402,457 98
Rentals of buildings and other property, . . . . .	20,822 02
Stationery and printing, . . . . .	158,305 44
Other expenses of conducting transportation:	
Conducting electric operations, . . . . .	133,727 25
Buffet car expenses, . . . . .	78,830 65
Hoisting engines, . . . . .	41,136 44
Dining cars, . . . . .	40,626 62
High Rock and Highland Grove expenses, . . . . .	1,535 51
Incidentals, . . . . .	628 75
<b>TOTAL, . . . . .</b>	<b>\$15,636,246 79</b>
<b>Recapitulation:</b>	
General expenses, . . . . .	\$894,053 54
Maintenance of way and structures, . . . . .	4,968,590 74
Maintenance of equipment, . . . . .	4,082,365 22
Conducting transportation, . . . . .	15,636,246 79
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$25,581,256 29</b>
Percentage of operating expenses to gross earnings, . . . . .	68.87

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.	DR.
Cost of road,* . . . . .	\$53,810,296 00
Cost of equipment, . . . . .	5,261,793 72
Stocks of other companies:	
New York, New Haven & Hartford R.R. Co., \$3,546,089 54	
Providence & Stonington Steamship Co., . . . . . 2,528,189 39	
Providence & Springfield Railroad Company, . . . . . 437,930 00	
Boston Terminal Company, . . . . . 200,000 00	

\* Including cost of equipment of the New York, Providence & Boston, the Hartford & Connecticut Valley, the Housatonic, and the Shepaug, Litchfield & Northern railroads.

Stocks of other companies — *Concluded.*

Meriden Electric Railroad Company, . . .	\$198,677 50	
Rhode Island & Massachusetts Railroad Company, Massachusetts Division, . . .	191,700 00	
Rhode Island & Massachusetts Railroad Company, Rhode Island Division, . . .	159,299 50	
Woonsocket & Pascoag Railroad Company, . . .	100,000 00	
Middletown, Meriden & Waterbury R.R. Co., . . .	100,000 00	
New Haven & Northampton Company, . . .	59,651 58	
Harlem River & Port Chester Railroad Co., . . .	42,250 00	
New York, Providence & Boston and Old Colony Terminal Company, . . .	37,500 00	
Boston & New York Air Line Railroad Company (common), . . .	36,705 00	
Boston & New York Air Line Railroad Company (preferred), . . .	5,313 25	
New England Railroad Company, . . .	35,180 00	
West Stockbridge Railroad Corporation, . . .	29,888 00	
New Haven & Derby Railroad Company, . . .	20,231 52	
Wood River Branch Railroad Company, . . .	20,000 00	
Stockbridge & Pittsfield Railroad Company, . . .	7,600 00	
Narragansett Pier Railroad Company, . . .	18,700 00	
Naugatuck Railroad Company, . . .	18,332 50	
Chicago, Rock Island & Pacific R R Co., . . .	2,200 00	
Old Colony Railroad Company, . . .	1,850 00	
New York Transfer Company, . . .	1,600 00	
Derby Paper Mills Company, . . .	895 00	
Danbury & Norwalk Railroad Company, . . .	756 00	
Stamford Street Railroad Company,* . . .	250 00	
Rotch Spinning Company, . . .	400 00	
Lowell & Framingham Railroad Company, . . .	28 00	
		\$7,801,216 78
Stocks of leased lines (not merged) received in exchange for stock of New York, New Haven & Hartford R.R. Co., June 30, 1899:		
Old Colony Railroad, 55,180 shares, . . .	\$4,966,200 00	
New England Railroad, 48,912 shares (preferred), . . .	2,521,591 50	
New England Railroad, 198,130 shares (common), . . .	3,962,600 00	
Naugatuck Railroad, 9,722 shares, . . .	972,200 00	
New Haven & Northampton, 24,035 shares, . . .	961,400 00	
Boston & New York Air Line Railroad, 15,945 shares (preferred), . . .	637,800 00	
Danbury & Norwalk Railroad, 8,928 shares, . . .	223,200 00	
New Haven & Derby Railroad, 3,536 shares, . . .	108,800 00	
Stockbridge & Pittsfield Railroad, 15 shares, . . .	900 00	
Berkshire Railroad, 10 shares, . . .	600 00	
		14,355,291 50
Bonds of other companies:		
Advanced to pay bonds of New Haven & Northampton Company, 7 per cent, first mortgage, due January 1, 1899, . . .	\$1,300,000 00	
New Haven & Northampton Co., 5 per cent, . . .	348,612 50	
Providence & Springfield Railroad Company, . . .	750,000 00	
Pawtuxet Valley Railroad Company, . . .	100,000 00	
Meriden Horse Railroad Company, . . .	90,900 00	
Stamford Street Railroad Company, . . .	75,020 83	
Atlas Tack Company, . . .	300 00	
		2,664,833 33
TOTAL PERMANENT INVESTMENTS, . . .		\$83,893,431 33

\* Part valuation of stock included in valuation of bonds.

Cash, . . . . .	\$545,356 09	
Bills receivable, . . . . .	327,190 89	
Due from agents, . . . . .	1,313,745 95	
Traffic balances due from other companies, . . . . .	12,694 37	
Due from solvent companies and individuals, . . . . .	1,374,979 30	
Advances account of Boston & Providence Railroad Company, . . . . .	2,150,692 90	
Property at 266 South Street, New York, N. Y., . . . . .	90,000 00	
Other cash assets : prepaid insurance, taxes, etc., . . . . .	78,385 49	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$5,893,044 99
Materials and supplies, . . . . .	\$2,716,708 91	
Other assets and property : contingent assets : New York, Providence & Boston and Old Colony Railroads Terminal Company, \$1,508,554 35		
Terminal lands at Providence, 756,117 00		
Expenditures on Pawtuxet Valley Railroad, . . . . .	16,313 53	
Harlem River & Port Chester Railroad, . . . . .	5,369,458 79	
Dedham & Hyde Park improvements, . . . . .	86,792 89	
	<u>7,737,236 56</u>	
<b>TOTAL MISCELLANEOUS ASSETS,</b> . . . . .		10,453,945 47
<b>TOTAL,</b> . . . . .		<u>\$100,240,421 79</u>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$54,641,400 00
Funded debt, . . . . .		25,836,200 00
Current liabilities : Loans account of Boston & Providence Railroad Company, . . . . .	\$1,704,485 74	
Audited vouchers and accounts, . . . . .	4,141,578 12	
Salaries and wages, . . . . .	379,918 93	
Traffic balances due to other companies, . . . . .	726,077 81	
Dividends not called for, . . . . .	2,068 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	1,260 00	
Rentals due and unpaid (including rentals due July 1), . . . . .	2,551 48	
	<u>6,957,940 08</u>	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		6,957,940 08
Accrued liabilities : Interest accrued and not yet due, . . . . .	\$252,469 56	
Rentals accrued and not yet due, . . . . .	261,021 65	
	<u>513,491 21</u>	
<b>TOTAL ACCRUED LIABILITIES,</b> . . . . .		513,491 21
Profit and Loss balance (surplus), . . . . .		12,291,390 50
<b>TOTAL,</b> . . . . .		<u>\$100,240,421 79</u>
<b>PROPERTY ACCOUNTS.</b>		
Additions to construction account : Lands, land damages and fences, . . . . .	\$138,422 02	
Other additions to construction account : construction account Shepaug, Litchfield & Northern Railroad, . . . . .	649,040 05	
	<u>\$787,462 07</u>	
<b>TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,</b> . . . . .		\$787,462 07

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000,000 00	
Capital stock authorized by votes of company,* 47,500,000 00		
Capital stock issued and outstanding, . . . . .		\$54,641,400 00
Number of shares issued and outstanding, . . . . .	546,414	
Number of stockholders, . . . . .	9,152	
Number of stockholders in Massachusetts, . . . . .	3,924	
Amount of stock held in Massachusetts, . . . . .	\$18,244,400 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, New York, New Haven & Hartford R.R. Co.,	4	June 1, 1903,	\$2,000,000 00	\$80,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	7	Jan. 1, 1899,	-†	35,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1901,	300,000 00	12,000 00
General mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1942,	1,000,000 00	40,000 00
First mortgage bonds, Shore Line Railway Company, . . . . .	4½	March 1, 1910,	200,000 00	9,000 00
First mortgage bonds, Housatonic Railroad Company, . . . . .	4	April 1, 1910,	100,000 00	4,000 00
Consolidated mortgage bonds, Housatonic Railroad Company, . . . . .	5	Nov. 1, 1937,	2,839,000 00	41,950 00
Mortgage bonds, Danbury Branch,	5	Oct. 1, 1912,	-†	2,280 55
Total bonds, . . . . .			\$6,439,000 00	\$324,230 55
Convertible debenture certificates, . . . . .	4	Apr. 1, 1903-8,	16,397,200 00	655,888 00
Debentures (non-convertible), . . . . .	4	March 1, 1947,	3,000,000 00	120,000 00
Rolling stock certificates, Housatonic Railroad Company, . . . . .	5	July 1, 1899,	-\$	10,000 00
TOTALS, . . . . .			\$25,836,200 00	\$1,110,118 55

## VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue, . . . . .		49,035,411
Number of passengers carried one mile, . . . . .		861,416,692
Number of passengers carried one mile per mile of road operated, . . . . .		422,916
Average length of journey per passenger, . . . . .		17.570 miles.
Average amount received from each passenger, . . . . .		31.620 cents.
Average amount received per passenger per mile carried, . . . . .		1.791 "
Passenger earnings (gross) per mile of road operated, . . . . .		\$9,026 11
Passenger earnings (gross) per passenger-train mile run, . . . . .		1 38.595
Freight traffic:		
Number of tons of freight hauled earning revenue, . . . . .		14,375,823
Number of tons of freight hauled one mile, . . . . .		1,257,413,624
Number of tons of freight hauled one mile per mile of road operated, . . . . .		617,332
Average length of haul per ton, . . . . .		87.470 miles.
Average amount received for each ton of freight, . . . . .		\$1 23.395
Average amount received per ton per mile hauled, . . . . .		1.411 cents.
Freight earnings (gross) per mile of road operated, . . . . .		\$9,024 64
Freight earnings (gross) per freight-train mile run, . . . . .		2 93 831

\* Subject to further increase by authorized exchanges for leased lines, stocks and convertible debenture certificates.

† First mortgage bonds, New York, Providence & Boston Railroad Company, \$1,000,000 paid January 1, 1899.

‡ Mortgage bonds, Danbury Branch, \$61,000 paid during the year.

§ Rolling stock certificates, Housatonic Railroad Company, \$200,000 paid June 30, 1899.



Operating expenses:		
Operating expenses per mile of road operated, . . .		\$12,559 22
Operating expenses per revenue-train mile run, . . .		1 31.044
Train mileage:		
Miles run by passenger trains, . . . . .		13,222,845
Miles run by freight trains, . . . . .		6,129,106
Miles run by mixed trains, . . . . .		169,093
Total mileage of trains earning revenue, . . . . .		19,521,044
Miles run by switching trains, . . . . .		4,433,726
Miles run by construction and other trains, . . . . .		438,376
Total train mileage, . . . . .		24,393,146
Fares and freights:		
Average rate of fare per mile on single local tickets, . . .		2.018 cents.
Average rate of fare per mile on mileage tickets, . . .		2.000 "
Average rate of fare per mile on season tickets, . . .		.607 "
Average rate of fare per mile on joint tickets, . . .		2.098 "
Average rate of freight per ton mile on local way-bill, . .		2.424 "
Average rate of freight per ton mile on joint way-bill, . .		1.002 "
Passengers to and from Boston:		
Number of passengers (including season-ticket) to Boston, . .		8,362,724
Number of passengers (including season-ticket) from Boston, .		8,415,879
Season-ticket passengers to and from Boston, . . .		1,636,299
Employees:		
Average number of persons employed, . . . . .		25,808

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massa- chusetts.
		Miles.	Miles.
Length of main line, . . . . .		233.940	5.950
Length of branch line, . . . . .		214.260	-
TOTAL LENGTH OF LINE OWNED, . . . . .		448.200	5.950
Length of second track, . . . . .		238.780	5.950
Length of third track, . . . . .		55.320	-
Length of fourth track, . . . . .		55.320	-
Length of side track, etc., . . . . .		267.860	7.070
TOTAL LENGTH OF TRACK OWNED, . . . . .		1,065.480	18.970
RAILROAD OPERATED.			
Length of main line, . . . . .		1,470.910	657.220
Length of branch line, . . . . .		576.280	223.640
TOTAL LENGTH OF LINE OPERATED, . . . . .		2,047.190	880.860
Length of second track, . . . . .		662.360	296.910
Length of third track, . . . . .		88.100	15.200
Length of fourth track, . . . . .		86.170	13.270
Length of side track, etc., . . . . .		1,102.540	453.850
TOTAL LENGTH OF TRACK OPERATED, . . . . .		3,986.360	1,660.090
EQUIPPED FOR ELECTRIC POWER.			
Length of main line, . . . . .		29.910	12.010
Length of branch line, . . . . .		17.790	6.950
TOTAL LENGTH OF ELECTRIC LINE, . . . . .		47.700	18.960
Length of second, third and fourth track, . . . . .		18.720	15.540
Length of side track, etc., . . . . .		5.860	4.750
TOTAL LENGTH OF ELECTRIC TRACK, . . . . .		72.280	39.250

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.						Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.										Lbs.	Lbs.
Passenger,	.	.	.	.	.	189	245	434	434	131,000	77,630
Freight,	.	.	.	.	.	148	178	326	326	156,850	96,310
Switching, etc.,	.	.	.	.	.	53	104	157	157	102,500	61,450
TOTAL,	.	.	.	.	.	390	527	917	917	-	-

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars, . . . . .	593	573	1,166	1,166	1,143	Janney 7, Miller 1,108, National-Hinson 28.
Combination cars, . . . . .	78	201	279	279	273	Tower 2, Miller 232, National-Hinson, 19.
Dining cars, . . . . .	1	2	3	3	3	Miller.
Parlor cars, . . . . .	74	4	78	78	78	Miller 74, National-Hinson 4.
Sleeping cars, . . . . .	33	-	33	33	33	Miller 23, National-Hinson 5.
Baggage, express and mail cars,	157	100	257	257	256	Miller 207, Van Dorn 1, National-Hinson 48.
TOTAL, . . . . .	936	880	1,816	1,816	1,786	
CARS — FREIGHT SERVICE.						
Box cars, . . . . .	2,899	2,997	5,896	4,923	5,760	-
Flat cars, . . . . .	1,302	793	2,095	1,486	2,058	-
Stock cars, . . . . .	10	10	20	-	20	Janney 9, Tower 11.
Coal cars, . . . . .	2,148	2,330	4,478	3,093	4,218	-
Tank cars, . . . . .	-	1	1	-	1	Tower.
TOTAL, . . . . .	6,359	6,131	12,490	9,502	12,057	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars, . . .	8	6	14	14	5	Janney 3, National-Hinson Combination 2 (Miller 9, not included as automatic).
Derrick cars, . . . . .	19	24	43	18	32	Janney 6, Tower 23, Trojan 2, Buckeye 1.
Caboose cars, . . . . .	175	111	286	184	273	Janney 140, Chicago 16, Gould 1, Trojan 1, American 1, 1 car with 1 Janney and 1 Tower.
Other cars in company's service,	138	89	227	124	178	Janney 38, National 1, Trojan 1, Tower 135, American 3.
TOTAL, . . . . .	340	230	570	340	483	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,776Number of 12-wheel cars in passenger service with brakes for *all* wheels, 40

## AUTOMATIC COUPLERS, JUNE 30, 1899.

*Box Cars.*

NAME OF COUPLER.	Number of Cars.	NAME OF COUPLER.	Number of Cars.
Janney, . . . . .	2,552	Buckeye, . . . . .	34
Trojan, . . . . .	347	Norton, . . . . .	17
Tower, . . . . .	2,163	Dowling, . . . . .	5
Chicago, . . . . .	73	Thurmond, . . . . .	1
National, . . . . .	58	Little Giant, . . . . .	2
American, . . . . .	373	National-Hinson Combination, .	20
Standard, . . . . .	4		
Gould, . . . . .	18	TOTAL NO. CARS EQUIPPED, .	5,760

17 cars, 1 Janney, 1 Tower; 4 cars, 1 Janney, 1 Trojan; 8 cars, 1 Janney, 1 American; 2 cars, 1 Janney, 1 Buckeye; 7 cars, 1 Trojan, 1 Tower; 1 car, 1 Trojan, 1 National; 4 cars, 1 Tower, 1 Gould; 3 cars, 1 Tower, 1 Norton; 1 car, 1 Chicago, 1 American; 2 cars, 1 American, 1 Buckeye; 2 cars, 1 Janney, 1 National; 1 car, 1 Janney, 1 Chicago; 3 cars, 1 Janney, 1 Gould; 1 car, 1 Janney, 1 Dowling; 1 car, 1 Trojan, 1 Chicago; 19 cars, 1 Tower, 1 American; 2 cars, 1 Tower, 1 Buckeye; 1 car, 1 Tower, 1 Little Giant; 13 cars, 1 American, 1 Gould; 1 car, 1 American, 1 Standard.

*Flat Cars.*

Janney, . . . . .	583	American, . . . . .	12
Chicago, . . . . .	47	Buckeye, . . . . .	1
Trojan, . . . . .	304		
National, . . . . .	40	TOTAL NO. CARS EQUIPPED, .	2,058
Tower, . . . . .	1,062		

4 cars, 1 Janney, 1 Tower; 1 car, 1 Janney, 1 Gould; 1 car, 1 Tower, 1 National; 1 car, 1 Janney, 1 Chicago; 1 car, 1 Trojan, 1 Tower; 1 car, 1 Tower, 1 Gould.

*Coal Cars.*

Janney, . . . . .	1,128	Acme, . . . . .	1
American, . . . . .	26	Tower, . . . . .	2,597
Chicago, . . . . .	147	Gould, . . . . .	2
Peerless, . . . . .	2	Norton, . . . . .	3
Trojan, . . . . .	170		
Standard, . . . . .	100	TOTAL NO. CARS EQUIPPED, .	4,218
National, . . . . .	34		

4 cars, 1 Janney, 1 Tower; 1 car, 1 Tower, 1 Chicago; 1 car, 1 Janney, 1 Norton; 2 cars, 1 Tower, 1 American.

## RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, . . . . .	884
Number of highway grade crossings protected by gates, . . . . .	197
Number of highway grade crossings protected by flagmen, . . . . .	202
Number of highway grade crossings protected by electric signals only, . . . . .	94
Number of highway grade crossings unprotected, . . . . .	391
Number of highway grade crossings finally abolished during the year, . . . . .	10
Number of highway grade crossings now in process of abolition, . . . . .	4
Number of highway grade crossings for abolition of which petition is pending, . . . . .	79
Number of highway bridges 18 feet (or more) above track, . . . . .	100
Number of highway bridges less than 18 feet above track, . . . . .	129
Height of lowest highway bridge above track, . . . . .	14 ft. 2 in.

## RAILROAD CROSSINGS IN MASSACHUSETTS — Concluded.

*Crossings with Other Railroads.*

Crossings of company's railroad with other railroads at grade (11 in number), viz.:

With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany (freight tracks) at Worcester. With Boston & Albany (freight tracks) at South Worcester. With Boston & Albany at South Framingham. With Boston & Albany at Boston. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With Fitchburg at Worcester. With Fitchburg at Fitchburg. With Worcester Viaduct Company at Worcester.

Number of above crossings at which interlocking signals are established, . . . . .

9

## NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
15, Readville, Midland Division.	Plate girder, .	Stone arch, .	1 span, 77½ feet, 8 tracks.	John J. O'Brien & Co.
16, Readville, Midland Division.	Plate girder, .	Throughtruss,	1 span, 128 feet, 5 tracks.	Penna. Steel Co.
23, Walpole, Midland Division.	Wooden stringer,	T beams, .	1 span, 23 feet, 4 tracks.	Pencoyd Iron Works.
2, Worcester, Norwich Division.	Wooden trussed stringer.	Plate girder, .	1 span, 33½ feet, 1 track (siding).	Phoenix Bridge Co.
329, Abington, Plymouth Division.	-	Plate girder, .	1 span, 60 feet, 2 tracks.	Berlin Iron B'dge Co.
70B, Roslindale, Providence Division.	-	Plate girder, .	1 span, 81½ feet, 2 tracks.	Berlin Iron B'dge Co.
Roslindale (subway), Providence Divis'n.	-	Through floor shapes.	1 span, 13 feet, 2 tracks.	Berlin Iron B'dge Co.
75B, Spring Street Station, Prov. Divis'n.	-	Plate girder, .	2 spans, 57½ feet each, 2 tracks.	Berlin Iron B'dge Co.
76, Spring Street Station, Prov. Divis'n.	-	Plate girder, .	1 span, 42½ feet, 2 tracks.	Berlin Iron B'dge Co.
75A, West Roxbury, Providence Divis'n.	-	Box girder, .	1 span, 84½ feet, 2 tracks.	Berlin Iron B'dge Co.
100, Stone Haven, Providence Divis'n.	-	Box girder, .	1 span, 52 feet, 4 tracks.	Berlin Iron B'dge Co.
Readville (subway), Providence Divis'n.	-	Through floor shapes.	1 span, 13 feet, 4 tracks.	Berlin Iron B'dge Co.
683, Easthampton, Northampton Div.	Pratt truss, .	Plate girder, .	1 span, 85 feet, 1 track.	Berlin Iron B'dge Co.
1067, Van Duesenville, Berkshire Div.	Pile trestle, .	Plate girder, .	1 span, 30 feet, 1 track.	Post & McCord.

## BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
4, Woonsocket Br., Mid. Div.,	-	New stringers.
1058, Ashley Falls, Berk. Div.,	Pile trestle, . . .	17 bents rebuilt.
683A, Easthampton, Northampton Division.	Plate girder, . . .	On account of change of grade, floor system was changed by timber floor beams and track stringers into a deck bridge.

## BRIDGES EXTENSIVELY REPAIRED, ETC. — Concluded.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
569, Medfield Junction, Northern Division.	Pile trestle, . . .	30 new piles; new caps throughout.
347, Braintree, Plymouth Div.,	Wooden stringer, .	New stringers.
389, Scituate, Plymouth Div.,	Pile bridge, . . .	4 new stringers.
509, Middleboro', Plym. Div.,	Pile bridge, . . .	36 new piles; 6 caps.
43A, Randolph, Taunton Div.,	Wooden stringer, .	New stringers.
81, Taunton, Taunton Div., .	Pile trestle, . . .	6 new stringers in south track.
119, Somerset, Taunton Div., .	Pile trestle, . . .	8 new caps.
231, Freetown, Taunton Div.,	Wooden stringer, .	New stringers.
483, Fall River, Taunton Div.,	Pile trestle, . . .	3 new stringers.
83, Taunton, Taunton Div., .	Wooden stringer, .	New stringers.
217, Taunton, Taunton Div., .	Wooden stringer, .	New stringers.

Bridges eliminated during the year: Fort Point drawbridge and trestle, Midland Division, Boston, travel transferred to Plymouth Division bridge. Total length of pile and trestle bridging (in feet), . . . . 15,362

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
Passengers, .	4	126	-	2	4	128	4	143
Employees, .	4	19	17	68	21	87	53	328
Other persons,	-	15	27	29	27	44	133	119
TOTALS, .	8	160	44	99	52	259	190	590

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 8, 1898. — Boston: W. R. Kimball, engineman, slightly injured at Boston drawbridge; also W. H. Glidden, fireman, badly choked.

July 31. — Antonio Petti, walking track, killed by passenger train.

August 4. — South Boston: John C. Sullivan, yard brakeman, run over by engine; legs cut off.

August 4. — South Boston: Maurice Connell, yard switchman, struck by engine; left leg crushed and head injured.

August 8. — Canton Junction: Frank Sheldon and James Schufelt, enginemen, and F. P. Knowlton, fireman, killed; and C. A. Buckland, L. H. N. Butterfield, F. D. Lincoln, Wm. A. Seymour, Wm. F. Larcourt, Jos. E. Killilea, Thomas F. Deneney, P. C. Carroll, P. E. Hartshorn, C. S. Ranger, I. Hyman, mail clerks, injured by postal train being derailed.



*August 8.* — Sharon: the second section of passenger train No. 454 ran into the first section at above station, killing four and injuring eighty-eight passengers.

*August 13.* — Concord Junction: John J. Harrington, brakeman on freight train, fell between cars and was instantly killed.

*August 14.* — Northampton: W. R. Wallace, yard brakeman, fell between cars and was killed.

*August 16.* — Attleborough: Ezra Handy killed, north of Fisher's Crossing.

*August 22.* — Stony Beach: Eben A. Stinchfield, conductor of work train, fell under cars and was killed.

*August 22.* — Titicut: Joseph Pineu, section man, struck by train and killed.

*August 22.* — Springfield: Edward Cary struck and killed by engine on Union Street crossing.

*August 25.* — Laurel Park: Mrs. Geo. L. Marsh, walking on track, struck by train and killed.

*September 6.* — Whittenton Junction: train No. 319 ran into the side of train No. 1301 while passing over the junction at above station, injuring twenty-seven passengers and five employees.

*September 10.* — M. Bresnehan, section foreman, thrown from car and head injured.

*September 15.* — Boylston: John Dolan run over by train, having legs crushed.

*September 19.* — Westfield: R. A. Clark, yard brakeman, hand hurt while coupling cars.

*September 23.* — Boylston: Timothy Lane, a boy of twelve years, struck by train and badly injured.

*September 26.* — Northampton: W. J. Nevill, yard brakeman, foot slightly injured while coupling cars.

*October 11.* — Northampton: D. Spofford, freight brakeman, squeezed between engine and car.

*October 15.* — Springfield: A. L. Roberts, brakeman in yard, finger crushed while coupling cars.

*October 24.* — South Boston: unknown man, walking on track near Dorchester bridge, killed by train.

*October 26.* — Worcester: Charles Russell struck and killed by train.

*October 27.* — Northampton: S. G. Ranson, yard brakeman, hand injured while coupling cars.

*October 29.* — Braley's: Yulick Gahlor, walking on track, struck and killed by passenger train.

*October 29.* — West Roxbury station: James Adams, crossing track at station, struck by passenger train and injured about head.

*November 10.* — Dodgeville: James Nolan's body found on road-bed; killed by train.

*November 17.* — Hyde Park: Michael Sullivan's body found about twenty feet west of Fairmount Avenue crossing.

*December 3.* — Attleborough: Peter McDonald, foreman, fell under work train extra and was killed.

*December 10.* — Congamond: James Foley, laborer, finger injured on ice run.

*December 13.* — Park Square station: Edwin H. Stanley, switchman, run over by engine No. 404 and killed.

*December 14.* — Springfield: John Shea, freight brakeman, while attempting to let off brake on a New York & New England box car, thrown to the ground by brake releasing suddenly; slightly injured.

*December 16.* — Northampton: George Giles, yard brakeman, squeezed between cars and slightly injured.

*December 17.* — Attleborough: Andrew Garrison struck by train No. 32 and killed.

*December 19.* — Blackstone: Thomas Fogarty, walking track, struck by passenger train and killed.

*December 19.* — Worcester: Ralph Hammond, foreman on switching engine, fell from engine, striking on his head; back, spine and head injured.

*December 21.* — Southampton: B. Horrigan, brakeman, hand injured while coupling cars.

*December 21.* — Mount Hope: Eugene Roche, passenger on train, left train at above station, and while crossing track was struck and killed by some passing train.

*December 22.* — Dodgeville: Pierre Fournier, track patrolman, struck and instantly killed by freight train.

*December 23.* — Woonsocket Junction: R. J. Cole, brakeman on freight train No. 210, while out flagging his train, was run over by train No. 83, having legs crushed.

*December 24.* — Harrison Square: Mrs. Dillory Reynolds, crossing tracks on Dorchester Avenue crossing, struck by passenger train and injured.

*December 25.* — Mattapoisett: Geo. M. Bernard, driving to above station, horse became frightened and ran into corner of freight house, throwing him out of his wagon, injuring his head.

*December 28.* — South Glendale: Robert Quinlan, brakeman, jumping from top of car on main track to car on siding, fell to the ground, breaking his arm and bruising body.

*December 29.* — Webster: C. H. Adams, brakeman, switching cars at above station, struck by cars of extra No. 990, one truck passing over his body; back and face injured.

*December 30.* — Dedham: there was a slight collision between passenger train No. 77 and freight train No. 59, resulting in the following personal injuries: Miss Emma C. Wright, slight cut over the eye; Frank F. Eames, conductor, leg hurt; Edwin M. Grover, shaken up.

*Jan. 2, 1899.* — Chickering: Luie Nello, a laborer, struck and killed by a light engine.

*January 2.* — Roxbury: James Munn, yard brakeman, while coupling cars at above station, had his hand caught and thumb of right hand taken off.

*January 3.* — Canton Junction: W. E. Mills, brakeman, coupling cars in Canton Junction yard, slipped on frosty rail, fell under moving cars and was killed.

*January 4.* — Holyoke: Frank Fitzpatrick, walking on track, struck by engine and slightly injured.

*January 6.* — Westfield: C. T. McMahon, freight brakeman, fell from train near Westfield and had left arm cut off.

*January 9.* — Glenwood Avenue: dead body of Hieronemus Maurer was found lying between tracks just after train had passed.

*January 12.* — Park Square station: Neil A. McKenna, while attempting to climb over a string of cars, slack was taken in the cars, catching his right foot between the draw-bars, crushing it severely.

*January 12.* — Worcester: J. J. Lawton, struck by beam on forward end of engine which was approaching the station, breaking his right leg and cutting his scalp.

*January 14.* — Springfield: B. F. Thompson, conductor in yard, riding on side of box car at South End yard, was struck by snow sign, which broke his hold from side ladder, and he fell to the ground; back, hips and legs bruised.

*January 17.* — Westfield: Geo. Bryant, yard brakeman, fell from ladder of car and was slightly injured.

*January 18.* — Field's Corner: John Aiken, driver of milk team, attempting to cross track in front of passenger train No. 5182 at Freeman Street (private crossing), just south of above station, was struck and killed.

*January 24.* — Brockton: Rev. R. L. Rae, going from train, stumbled over rail, falling upon station platform, injuring his knee.

*January 24.* — South Boston: James Donovan, walking track near Little Neck bridge, struck by passenger train and injured.

*January 25.* — Springfield: Rollin D. Williams, freight brakeman, while pulling pin on freight car, injured right hand.

*January 31.* — Canton Junction: unknown man, walking on track, struck by passenger train and killed.

*February 1.* — Taunton: Alonzo Ripley, walking on track, struck by train, and head, side and thumb injured.

*February 2.* — Millville: James Wrynn, walking on track, run over by freight train; right leg and left foot cut off.

*February 2* — Taunton: Cyprine Boivine, freight brakeman in Taunton yard, while coupling cars and setting brakes, twisted brake staff off, causing him to fall; knees, ankle and back injured.

*February 3.* — Pittsfield: John Redman, walking on track, struck by train and killed.

*February 3.* — Mansfield: James McCauley, yard brakeman, attempting to get on foot-board of engine, missed footing and fell; hand cut off.

*February 9.* — Michael Costello, attempting to crawl under string of freight cars, run over; legs injured.

*February 13.* — N. Fitzgerald, laborer, injured by train running into snow scraper.

*February 13.* — William McGowan, baggage master, train No. 53, had end of finger lacerated while coupling engine No. 420 to engine No. 415.

*February 13.* — Canton Junction: W. F. Worch, passenger on train No. 3209, left the train when it had made an unusual stop, and was struck by train on opposite track and badly injured.

*February 15.* — North Abington: Patrick Bailey, crossing tender at Wales Street, run over by passenger train and killed.

*February 15.* — South Boston: E. French, passenger on train No. 5044, got off train when it had made an unusual stop, and was walking to station, when he was struck by the train, receiving a severe scalp wound.

*February 16* — Blackstone: Graham C. Andrews, train baggage master, train No. 4022, while uncoupling cars, crushed end of one finger.

*February 16.* — Uxbridge: A. L. Lincoln, freight conductor, while unloading freight from train No. 4096, had a truck load run over his right foot, severely injuring it.

*February 17.* — Taunton: Geo. E. Sweeter, yard brakeman, while coupling engine to cars, fractured one finger.

*February 18.* — South Boston: Charles Rideout, a carpenter, while working under a car, was killed by the car dropping upon him.

*February 18.* — Plimptonville: Dugald Kelley, agent at Plimptonville station, struck by engine and killed.

*February 20.* — Roxbury: E. C. L. Morse, brakeman, while coupling engine to coach, had left leg injured.

*February 26.* — Readville: D. E. Driscoll, freight conductor of train No. 3376, fell from train while shifting cars at the above station, and injured shoulder and side.

*March 4.* — Ashley Falls: John Prince, brakeman, while switching, fell from top of car, which was covered with snow and ice, and injured himself internally.

*March 7.* — Fall River: James E. Davis, engine man, fell when getting off his engine, breaking two of his ribs.

*March 7.* — Worcester: Eugene C. Potter, driving a delivery wagon, struck by yard switcher and badly injured.

*March 8.* — Terminal Station, Boston: John Montgomery run over and killed by train, near signal bridge No. 9.

*March 8.* — Darling's Station: Frank Murphy, while driving across track, had head and leg bruised.

*March 9.* — Readville: John R. Glassford, freight brakeman, struck by overhead bridge; rendered unconscious.

*March 9.* — Fall River: Michael Donovan, freight handler, while unloading goods from truck, fell from platform and broke two ribs.

*March 12.* — Roslindale: Laura Strum, passenger, when attempting to alight from train, fell and injured her back.

*March 14.* — Northampton: C. Heywood, freight brakeman, finger hurt on turn-table.

*March 14.* — Springfield: Michael J. Sheriden, brakeman in yard, fell under car; legs broken, foot smashed and breast bone broken.

*March 17.* — Harrison Square: S. Bourke, driving a team across Freeport crossing, struck by train and slightly injured.

*March 17.* — South Boston: Jos. Pickford, passenger brakeman, walking between tracks, struck by train and severely shaken.

*March 18.* — Park Square station: Alexander Goldie, passenger, fell from car step and was bruised and shaken up.

*March 21.* — Fall River: Timothy McNearney, yard brakeman, while coupling cars, had finger lacerated and body bruised.

*March 24.* — South Boston: Harvey Smith, yard conductor, struck by engine and knocked against a train, and was slightly bruised.

*March 27.* — Fall River: Michael Donohue, section man, found lying on track; supposed to have been killed by train.

*March 27.* — Taunton: J. E. Hibbard, baggage master, train No. 6086, while unloading trunks, lacerated his finger.

*March 28.* — Worcester: John Meslop, freight brakeman, fell across end of coal car and broke three of his ribs.

*March 30.* — Harrison Square station: Mrs. Mary McColligan passed under the crossing gates when they were down, was struck by passenger train and seriously injured.

*March 31.* — South Boston: A. L. Davis, freight brakeman, after making a coupling, stepped back from between cars and was caught between car and freight house; right arm and shoulder bruised.



*March 31.* — Northborough: A. E. Spreadbury, freight brakeman, while coupling cars, had two fingers badly pinched.

*April 3.* — Campello: Lester Soule, a boy, attempting to steal a ride, had his right foot crushed.

*April 3.* — Middleborough: on account of a misplaced switch, passenger train No. 5053 collided with freight train No. 5811, slightly injuring the following persons: J. B. Edson, Brockton; Geo. E. Wood, Middleborough; Geo. W. Flynn, Fall River; W. C. Littlefield, Middleborough; Walter Spafford, Charlestown; J. Moriarty, conductor; and E. J. Sullivan, baggage master.

*April 8.* — Mansfield: Charles Cole, a passenger, had his hand bruised, caused by the car giving a sudden lurch while passing over switches in the yard.

*April 10.* — Fall River: Patrick Hurley, yard brakeman, fell from car and bruised his right arm and side.

*April 10.* — New Bedford: John McGlynn, while coupling cars, bruised his hand.

*April 12.* — Park Square: W. H. Cann, yard brakeman, riding cars that had been kicked in lower yard, fell and was killed.

*April 17.* — Norton: Alexander Langley, freight brakeman, was caught between car and station platform; ribs and chest severely bruised.

*April 17.* — North Cohasset: Daniel Webber, night crossing tender, struck by train and killed.

*April 17.* — Fall River: a man, supposed to be Frank Connor, crossing track, struck by passenger train; legs crushed, and body, head and hands bruised.

*April 18.* — Heath Street: William Gray, a boy of six or seven years, playing on track, killed by passenger train.

*April 19.* — South Boston: John O'Keefe jumped from train, fell under wheels and had legs crushed.

*April 19.* — Douglas: Cornelius Daly, section man, had one toe broken by cross-tie falling upon it.

*April 20.* — West Quincy: Ambrose C. Robinson, freight brakeman, coupling cars, had several fingers crushed.

*April 24.* — Park Square station: Bridget Moriarty, a car cleaner, stumbled over a scrub brush and fell, striking her arm against the car door; left wrist and elbow sprained.

*April 25.* — South Boston: Charles E. White, coasting on bicycle, ran into crossing gates, which were down, and cut his head.

*April 25.* — Milford: E. C. Small, freight brakeman, coupling cars, had right arm crushed.

*April 28.* — Springfield: Martin Fagan, freight brakeman, coupling cars, had two ribs fractured.

*April 29.* — Readville: Silas Holland struck and killed by engine.

*May 1.* — Lee: Mrs. Frank Armstrong struck by train and injured; she stepped on track in front of train, disregarding warning whistles.

*May 2.* — New Bedford: Charles Howard, a crossing man, attempting to prevent runaway horse going on tracks, injured by the horse breaking the gate.

*May 3.* — Canton: Dominic Michalteo, a young boy, playing on track, caught his foot between the rail and crossing plank, at the above station, and fell, breaking his right leg.



*May 5.* — West Quincy: C. C. Reed, freight conductor, while unloading timber, dropped a piece, which broke one of his fingers.

*May 6.* — Plymouth: Henry A. Morton, freight handler, caught a finger in a machine in the freight station and had finger nail torn off.

*May 6.* — City Mills: body of an unknown man was found just south of above station.

*May 8.* — Mansfield: F. A. Colombia, freight brakeman, thrown against the side of his caboose, caused by air hose bursting, setting the brakes too quickly; back wrenched and right hand and wrist bruised.

*May 10.* — Neponset: J. R. Woodsum, freight brakeman, struck on head by electric block signal post, which cut his head.

*May 10.* — Dedham: Robert Fulton, yard conductor, walked off a box car that he was riding, and was shaken, bruised and cut.

*May 10.* — Readville: Leonard Caget, a laborer, while handling steel rail, dropped one on his left foot, which cut one toe.

*May 11.* — North Abington: John Tanner, while removing a wire from telegraph pole, the wire snapped and threw him from the pole, injuring his leg.

*May 13.* — South Holyoke: Geo. Skillings, stealing a ride, had right leg cut off.

*May 14.* — Millville: Walter L. Farrar, freight brakeman, slipped and fell from car, breaking his left leg.

*May 14.* — Braintree: the body of James Dalton was found lying between tracks.

*May 15.* — Northampton: Charles Lilly, junction switchman, fell from switch engine and was killed.

*May 16.* — East Foxborough: body of an unknown man was found near the above station.

*May 16.* — Mansfield: James Gorman, newsboy, jumped from train as it was leaving the station, and was killed by train running in opposite direction.

*May 16.* — Wrentham: E. G. Cheney, freight brakeman, while uncoupling cars at above station, fell, and the wheels crushed his right leg.

*May 17.* — Bolton: Michael Norton struck by train; left leg broken, chest injured and face cut; was walking on track.

*May 17.* — Pittsfield: Fred. Demonville, brakeman, while switching, fell from bridge at Mill Street; left wrist broken, and internally injured.

*May 17.* — Springfield: Walter King, brakeman in yard, while coupling cars, fractured ligaments of leg.

*May 19.* — Springfield: Charles Gardner, brakeman in yard, fell from car and injured head and shoulder.

*May 19.* — New Bedford: William F. Riley, passenger brakeman, while cutting out a car, was struck by a switch stand; head cut and right side bruised.

*May 22.* — Attleborough: Mrs. Sarah Myour fell on station platform and was somewhat bruised about the body.

*May 22.* — Jamaica Plain: Albert Champion, running to catch train, fell; his left foot was cut off and his skull fractured.

*May 23.* — Harrison Square: Leon R. Newton, freight brakeman, fell from moving train and was picked up in a dazed condition.

*May 24.* — Quincy: Benj. Kingsley, a demented man, stepped in front of train and was killed.

*June 3.* — Lakeville: Howard P. Keith, unloading freight from a car, had a piece of furniture fall upon him, caused by an engine backing other cars onto the siding; right side and head bruised.

*June 3.* — Uxbridge: John O'Brien, walking on track, struck by passenger train; two ribs broken, and scalp wound on back of his head.

*June 3.* — East Taunton: Annie Galuski, a very young child, playing on track, struck by train and killed.

*June 3.* — Williamsburgh: T. F. Butler, freight brakeman, struck by engine and slightly injured.

*June 6.* — Putnam: Charles E. Morrill, fireman, on top of box car, struck by an overhead bridge and received a severe scalp wound.

*June 7.* — Quincy: T. H. Mason left train at station, and, walking alongside the track toward his home, was struck by train and injured.

*June 7.* — Patrick Hunt attempted to board passenger train after it had started, and was struck by baggage truck on platform, receiving several small cuts.

*June 7.* — Florence: Austin Packard struck by train which was backing in on siding; his head was injured and two toes broken.

*June 7.* — Readville: Geo. W. Leavitt, a passenger, in stepping from train, caught his foot in space back of car step, badly straining his foot.

*June 8.* — Westfield: G. E. Richardson, freight brakeman, fell from car in yard and broke his arm.

*June 9.* — Holyoke: Anthony Riley, unloading coal from a car, had foot slightly injured by end board striking it when switcher coupled onto car.

*June 9.* — Hyannis: James E. Wirth, baggage master, had leg scalded by water from hose used for wetting down coal.

*June 10.* — Marshfield Hills: Ezra Ford, a passenger, jumped from moving train, injuring his hands.

*June 12.* — Springfield: a man, supposed to be Joseph Sullivan, stealing a ride, jumped from train, rolled under it and was killed.

*June 13.* — South Boston: dead body of Walter Scott found under cars.

*June 13.* — Middleborough: Hugh Chrisholm, freight brakeman, riding on top of train, fell, and was run over and killed.

*June 16.* — South Boston: James Monohan, a boy, playing on South Bay draw-bridge, struck by train and knocked off bridge into the water; his skull was fractured.

*June 27.* — Dedham road: freight train ran into rear of work train at the above station, killing one and injuring four laborers.

*June 30.* — South Worcester: Philip Hogan, hostler, while going under the engine to do some work, the engine started, catching his foot under driving-wheel and crushing it.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,  
NEW HAVEN, CONN.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. John M. Hall, *Vice-President*, New Haven, Conn. Wm. L. Squire, *Treasurer*, New Haven, Conn. Wm. D. Bishop, Jr., *Secretary*, Bridgeport, Conn. Wm. E. Barnett, *Attorney*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. Wm. E. Chamberlain, *General Manager*, Boston, Mass. Geo. L. Connor,

*Passenger Traffic Manager*, New Haven, Conn. C. T. Hampstead, *General Passenger Agent Western District*, New Haven, Conn. A. C. Kendall, *General Passenger Agent Eastern District*, Boston, Mass. O. H. Taylor, *General Passenger Agent Marine District*, New York, N. Y. N. A. Wilcox, *General Freight Agent Western District*, New Haven, Conn. J. M. Williams, *General Freight Agent Eastern and Marine Districts*, Boston, Mass. C. H. Platt, *General Superintendent Western District*, New Haven, Conn. C. Peter Clark, *General Superintendent Eastern District*, Boston, Mass. S. A. Gardner (deceased), *General Superintendent Marine District*, New York, N. Y.

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#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. D. Bishop, Bridgeport, Conn. Henry C. Robinson, Hartford, Conn. Charles P. Clark, New Haven, Conn. Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. Wm. Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. Geo. Macculloch Miller, New York, N. Y. John M. Hall, New Haven, Conn. Chas. F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Royal C. Taft, Providence, R. I. Chas. F. Brooker, Torrington, Conn. Carlos French, Seymour, Conn. Geo. J. Brush, New Haven, Conn. J. DeVer Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES P. CLARK,  
CHARLES F. CHOATE,  
GEO. J. BRUSH,  
CARLOS FRENCH,  
CHAS. F. BROOKER,  
HENRY S. LEE,  
N. THAYER,  
ARTHUR D. OSBORNE,  
JOHN M. HALL,  
HENRY C. ROBINSON,

*Directors.*

W. L. SQUIRE,

*Treasurer.*

W. E. CHAMBERLAIN,

*General Manager.*

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#### STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Sept. 16, 1899. Then personally appeared the above-named Charles P. Clark, Geo. J. Brush, Charles F. Choate, Chas. F. Brooker, Henry S. Lee, N. Thayer and Carlos French, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,  
*Notary Public No. 9, N. Y. County.*

## STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. Sept. 18, 1899. Then personally appeared the above-named Arthur D. Osborne, John M. Hall, Wm. L. Squire and W. E. Chamberlain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,  
*Notary Public.*

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## STATE OF CONNECTICUT.

CITY AND COUNTY OF HARTFORD, ss. Sept. 18, 1899. Then personally appeared the above-named Henry C. Robinson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

LUCIUS F. ROBINSON,  
*Notary Public.*

## RETURN

OF THE

## NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston &amp; Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$3,000 00
Income from other sources:		
Rent of hall, . . . . .	\$100 00	
Interest on deposits, . . . . .	14 32	
		114 32
GROSS INCOME, . . . . .		\$3,114 32
Expenses and charges upon income accrued during the year:		
Taxes, . . . . .	\$253 87	
Other expenses and charges upon income:		
sundries, . . . . .	6 70	
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .		260 57
NET DIVISIBLE INCOME, . . . . .		\$2,853 75
Dividends declared (3 per cent), . . . . .		3,000 00
Deficit for the year ending June 30, 1899, . . . . .		\$146 25
Amount of surplus June 30, 1898, . . . . .		543 40
TOTAL SURPLUS JUNE 30, 1899, . . . . .		\$397 15
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.		Dr.
Cost of road, . . . . .		\$100,000 00
Cash, . . . . .		397 15
TOTAL, . . . . .		\$100,397 15



LIABILITIES.										CR.	
Capital stock,	.	.	.	.	.	.	.	.	.	.	\$100,000 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	.	397 15
TOTAL,	.	.	.	.	.	.	.	.	.	.	\$100,397 15
CAPITAL STOCK.											
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	.	\$100,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	.	100,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	.	\$100,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	.	1,000
Number of stockholders,	.	.	.	.	.	.	.	.	.	.	49
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	.	48
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	.	\$99,900 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 4.000	Miles. 4.000
Length of side track, etc., . . . . .	1.370	1.370
TOTAL LENGTH OF TRACK OWNED, . . . . .	5.370	5.370

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,

NORTH BROOKFIELD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alden Batcheller, *President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. George R. Hamant, *Clerk of Corporation*, North Brookfield, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alden Batcheller, North Brookfield, Mass. Theodore C. Bates, North Brookfield, Mass. James Miller (deceased July, 1899), North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass. Edward A. Batcheller, North Brookfield, Mass. George R. Hamant, North Brookfield, Mass. John B. Dewing, North Brookfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ALDEN BATCHELLER,  
F. R. DOANE,  
E. A. BATCHELLER,  
GEORGE R. HAMANT,  
JOHN B. DEWING,

*Directors.*

JOHN B. DEWING,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. AUG. 28, 1899. Then personally appeared the above-named Alden Batcheller, F. R. Doane, E. A. Batcheller, Geo. R. Hamant and John B. Dewing, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. E. BATCHELLER,

*Justice of the Peace.*

## RETURN

OF THE

## NORWICH &amp; WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$259,736 00
Income from other sources : interest received, . . . . .	2,283 09
GROSS INCOME, . . . . .	\$262,019 09
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization, . . . . .	\$665 01
Interest on funded debt, . . . . .	38,200 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	38,865 01
NET DIVISIBLE INCOME, . . . . .	\$223,154 08
Dividends declared (8 per cent on 27,692 shares), . . . . .	221,536 00
Surplus for the year ending June 30, 1899, . . . . .	\$1,618 08
Amount of surplus June 30, 1898, . . . . .	937,144 30
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$938,762 38

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.	DR.
Cost of road, . . . . .	\$3,919,643 37
Cost of equipment, . . . . .	179,750 67
Lands in Massachusetts, . . . . .	3,107 08
Stock of Norwich & New York Transportation Company, . . . . .	500,000 00
TOTAL PERMANENT INVESTMENTS, . . . . .	\$4,602,501 12
Cash, . . . . .	\$76,430 56
Bills receivable, . . . . .	285,000 00
Other cash assets, . . . . .	12,512 00
TOTAL CASH AND CURRENT ASSETS, . . . . .	373,942 56
Materials and supplies, . . . . .	450,869 65
TOTAL, . . . . .	\$5,427,313 33

LIABILITIES.		CR.	
Capital stock, common, . . . . .		\$6,600 00	
Capital stock, preferred, . . . . .		2,769,200 00	
<b>TOTAL CAPITAL STOCK,</b> . . . . .			\$2,775,800 00
Funded debt, . . . . .			955,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$645,000 00		
Audited vouchers and accounts, . . . . .	53,871 95		
Dividends not called for, . . . . .	3,023 00		
Matured interest coupons unpaid (including coupons due July 1), . . . . .	180 00		
Rentals due and unpaid (including rentals due July 1), . . . . .	55,676 00		
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .			757,750 95
Profit and Loss balance (surplus), . . . . .			938,762 38
<b>TOTAL,</b> . . . . .			<b>\$5,427,313 33</b>
PROPERTY ACCOUNTS.			
Additions to construction account :			
Grading and masonry, . . . . .	\$429,532 12		
Bridging, . . . . .	18,682 44		
Superstructure, including rails, . . . . .	53,555 19		
Lands, land damages and fences, . . . . .	189,120 92		
Engineering and other expenses incident to construction, . . . . .	13,067 04		
Elimination of grade crossings, . . . . .	836 10		
Other additions to construction account : legal expenses, etc., . . . . .	3,863 14		
<b>TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,</b> . . . . .			\$708,656 95
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : land transferred to construction account, . . . . .			9,785 00
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,</b>			<b>\$698,871 95</b>
CAPITAL STOCK.			
Capital stock authorized by law, preferred, . . . . .	\$3,825,000 00		
Capital stock authorized by votes of company, preferred, . . . . .	2,769,200 00		
Capital stock issued and outstanding, common, . . . . .		\$6,600 00	
Capital stock issued and outstanding, preferred, . . . . .		2,769,200 00	
<b>Total capital stock outstanding,</b> . . . . .			\$2,775,800 00
Number of shares issued and outstanding, common, . . . . .	66		
Number of shares issued and outstanding, preferred, . . . . .	27,692		
<b>Total number of shares outstanding,</b> . . . . .		27,758	
Number of stockholders, preferred, . . . . .		915	
Number of stockholders in Massachusetts, preferred, . . . . .		755	
Amount of stock held in Massachusetts, preferred, . . . . .		\$2,214,400 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Debenture bonds, . . . . .	Per Cent. 4	March 1, 1927,	\$955,000 00	\$38,200 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 70.970	Miles. 17.830
Length of branch line, . . . . .	.630	-
TOTAL LENGTH OF LINE OWNED, . . . . .	71.600	17.830
Length of side track, etc., . . . . .	33.210	10.110
TOTAL LENGTH OF TRACK OWNED, . . . . .	104.810	27.940

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH &amp; WORCESTER RAILROAD COMPANY,

NEW HAVEN, CONN.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore,  
*Treasurer and Clerk of Corporation*, New Haven, Conn.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass.  
 Josiah H. Clarke, Worcester, Mass. Francis H. Dewey, Worcester, Mass.  
 A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn.  
 Stephen Salisbury, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD L. DAVIS,  
 A. GEO. BULLOCK,  
 CHARLES P. COGSWELL,  
 FRANCIS H. DEWEY,  
 STEPHEN SALISBURY,  
*Directors.*  
 M. M. WHITTEMORE,  
*Treasurer.*



## STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. NEW HAVEN, Aug. 28, 1899. Personally appeared before me M. M. Whittemore, treasurer of the Norwich & Worcester Railroad Company, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

AVERY CLARK,  
*Notary Public.*

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## STATE OF CONNECTICUT.

NEW LONDON COUNTY, SS. NORWICH, Aug. 30, 1899. Personally appeared before me Charles P. Cogswell, director of the Norwich & Worcester Railroad Company, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

C. LESLIE HOPKINS,  
*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 5, 1899. Then personally appeared the above-named Edward L. Davis, A. Geo. Bullock, Francis H. Dewey and Stephen Salisbury, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. E. MERRILL,  
*Justice of the Peace.*

## RETURN

OF THE

## OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

## GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road, . . . . .	\$1,811,073 32
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$7,618 10
Interest on funded debt, . . . . .	632,010 00
Interest and discount on unfunded debts and loans, . . . . .	8,822 22
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	648,450 32
NET DIVISIBLE INCOME, . . . . .	\$1,162,623 00
Dividends declared (7 per cent), . . . . .	\$1,162,623 00
Amount of surplus June 30, 1898, . . . . .	\$766,158 99
Debits to profit and loss account during the year: claims paid for personal injuries, etc., prior to lease, . . . . .	213 52
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$765,945 47

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.	DR.
Cost of road, . . . . .	\$26,844,032 34
Cost of equipment, . . . . .	3,161,518 83
Stock of Old Colony Steamboat Company, . . . . .	\$1,277,500 00
Stock of New York, Providence & Boston and Old Colony Railroad Terminal Company, . . . . .	52,850 00
Stock of Boston Terminal Company, . . . . .	100,000 00
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company, . . . . .	15,340 83
Stock of Union Freight Railroad Company, . . . . .	79,014 42
Stock of Fall River Railroad Company, . . . . .	245 00
Stock of Lowell & Framingham Railroad Co., . . . . .	10,529 69
Stock of Providence, Warren & Bristol Railroad Company, . . . . .	1,600 00

Stock of Sea View Hotel & Wharf Company, .	\$2,020 00	
Stock of Oak Bluffs Land & Wharf Company, .	80 00	
		\$1,539,179 94
Other permanent property : Providence Terminal improvement,		74,016 78
		\$31,618,747 89
TOTAL PERMANENT INVESTMENTS, . . . . .		
Cash, . . . . .	\$409,363 82	
Bills receivable, . . . . .	32,322 06	
Due from solvent companies and individuals, .	59,095 20	
		500,781 08
TOTAL CASH AND CURRENT ASSETS, . . . . .		
Other assets and property : Boston & Providence Railroad improvement account, . . . . .		3,196,755 63
		\$35,816,284 60
	LIABILITIES.	Cr.
Capital stock, . . . . .		\$16,608,900 00
Stock liability, . . . . .		8,725 00
Funded debt, . . . . .		15,265,200 00
Real estate mortgages, . . . . .		175,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$12,000 00	
Audited vouchers and accounts, . . . . .	182,443 15	
Dividends not called for, . . . . .	16,186 81	
Dividends due July 1, 1899, . . . . .	290,655 75	
Matured interest coupons unpaid (including coupons due July 1), . . . . .	155,126 00	
		656,411 71
TOTAL CURRENT LIABILITIES, . . . . .		
Accrued liabilities : interest accrued and not yet due, . . . . .		72,602 50
Premium on bonds and stock sold, . . . . .		1,763,499 92
Profit and Loss balance (surplus), . . . . .		765,945 47
		\$35,816,284 60
	PROPERTY ACCOUNTS.	
Additions to construction account :		
Bridging, . . . . .	\$349,455 67	
Lands, land damages and fences, . . . . .	7,804 27	
Passenger and freight stations, woodsheds and water stations, . . . . .	536 50	
Elimination of grade crossings, . . . . .	50,500 80	
		\$408,297 24
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . . . .		
Other expenditures charged to property accounts : Boston & Providence Railroad improvement account, . . . . .		90,168 61
		\$498,465 85
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :		
Sale of lands, . . . . .	\$950,350 00	
Land taken for grade crossings, . . . . .	600 00	
Gravel and filling for grade crossings, . . . . .	7,868 50	
		958,818 50
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .		
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .		\$460,352 65

CAPITAL STOCK.		
Capital stock authorized by law,* . . . . .	\$20,000,000 00	
Capital stock authorized by votes of company, . . . . .	20,000,000 00	
Capital stock issued and outstanding, . . . . .		\$16,608,900 00
Scrip convertible into stock, . . . . .		107 37
Other paid stock liability, . . . . .		8,617 63
TOTAL CAPITAL STOCK LIABILITY, . . . . .		\$16,617,625 00
Number of shares issued and outstanding, . . . . .	166,089	
Number of stockholders, . . . . .	5,514	
Number of stockholders in Massachusetts, . . . . .	5,275	
Amount of stock held in Massachusetts, . . . . .	\$15,772,000 00	

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Real estate in South Boston, . . . . .	Per Cent. 4	Aug. 25, 1899,	\$175,000 00	\$7,000 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
New Bedford R.R. bonds (matured), . . . . .	Per Cent. -	July 1, 1894,	\$1,000 00	-
Agricultural Branch Railroad bonds (matured), . . . . .	-	July 1, 1884,	4,000 00	-
Fitchburg & Worcester Railroad bonds (matured), . . . . .	-	Oct. 1, 1881,	200 00	-
Boston, Clinton, Fitchburg & New Bedford Railroad bonds, first mortgage, coupon, . . . . .	5	Jan. 1, 1910,	1,912,000 00	\$95,600 00
Old Colony Railroad plain bonds, coupon, . . . . .	4 $\frac{1}{2}$	April 1, 1904,	498,000 00	22,297 50
Old Colony Railroad plain bonds, registered, . . . . .	4	July 1, 1904,	750,000 00	30,000 00
Old Colony Railroad plain bonds, gold, registered and coupon, . . . . .	4	Feb. 1, 1924,	3,000,000 00	117,760 00
Old Colony Railroad plain bonds, registered, . . . . .	4	Jan. 1, 1938,	4,000,000 00	160,000 00
Old Colony Railroad plain bonds, registered and coupon, . . . . .	4	Dec. 1, 1925,	5,100,000 00	205,040 00
Interest paid on bonds maturing August 1, 1897, . . . . .	. . . . .	. . . . .	. . . . .	30 00
TOTALS, . . . . .	. . . . .	. . . . .	\$15,265,200 00	\$630,727 50

\* Additional authority has been given to issue stock for certain grade crossing improvements subject to the approval of the Railroad Commissioners.

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line, . . . . .	368.700	352.510
Length of branch line, . . . . .	138.790	136.660
TOTAL LENGTH OF LINE OWNED, . . . . .	507.490	489.170
Length of second track, . . . . .	155.460	155.460
Length of third track, . . . . .	5.120	5.120
Length of fourth track, . . . . .	3.660	3.660
Length of side track, etc., . . . . .	228.190	221.820
TOTAL LENGTH OF TRACK OWNED, . . . . .	899.920	875.230

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

## OLD COLONY RAILROAD COMPANY,

ROOM 526, SOUTH TERMINAL STATION, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Charles P. Clark, New Haven, Conn. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,  
CHARLES L. LOVERING,  
CHARLES P. CLARK,  
N. THAYER,  
JOHN S. BRAYTON,  
*Directors.*  
B. B. TORREY,  
*Treasurer.*



## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1899. Then personally appeared the above-named Charles F. Choate, Charles L. Lovering, Charles P. Clark, Nathaniel Thayer and B. B. Torrey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Sept. 11, 1899. Then personally appeared the above-named John S. Brayton, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOHN S. BRAYTON, JR.,

*Justice of the Peace.*

# RETURN

## OF THE

### PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$22,500 00
Dividends declared (5 per cent), . . . . .	\$22,500 00
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$438,752 57
Cost of equipment, . . . . .	11,247 43
<b>TOTAL, . . . . .</b>	<b>\$450,000 00</b>
LIABILITIES.	CR.
Capital stock, . . . . .	\$450,000 00
<b>TOTAL, . . . . .</b>	<b>\$450,000 00</b>
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$500,000 00
Capital stock authorized by votes of company, . . . . .	450,000 00
Capital stock issued and outstanding, . . . . .	\$450,000 00
Number of shares issued and outstanding, . . . . .	4,500
Number of stockholders, . . . . .	110
Number of stockholders in Massachusetts, . . . . .	104
Amount of stock held in Massachusetts, . . . . .	\$444,900 00

#### DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 18.550	Miles. 18.550
Length of side track, etc., . . . . .	7.400	7.400
<b>TOTAL LENGTH OF TRACK OWNED, . . . . .</b>	<b>25.950</b>	<b>25.950</b>

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD &amp; NORTH ADAMS RAILROAD COMPANY,

BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Charles E. Stevens, *Treasurer*,  
Boston, Mass. Frank H. Ratcliffe, *Assistant Treasurer*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Albert  
C. Houghton, North Adams, Mass. Edward Jackson, Boston, Mass. James  
A. Rumrill, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are  
full, just and true.

J. A. RUMRILL,  
ZENAS CRANE,  
EDWARD JACKSON,  
FRANCIS H. APPLETON,  
*Directors.*  
FRANK H. RATCLIFFE,  
*Assistant Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. AUG. 29, 1899. Then personally appeared the above-named  
J. A. Rumrill, Zenas Crane, Edward Jackson and Francis H. Appleton, and  
severally made oath that the foregoing certificate by them subscribed is, to  
the best of their knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 6, 1899. Then personally appeared the within-named  
Frank H. Ratcliffe, and made oath that the foregoing certificate by him sub-  
scribed is true, to the best of his knowledge and belief.

Before me,

WOODWARD HUDSON,  
*Justice of the Peace.*

RETURN  
OF THE  
PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1899.										
ASSETS.										DR.
Cost of road,	.	.	.	.	.	.	.	.	.	\$305,000 00
TOTAL,	.	.	.	.	.	.	.	.	.	\$305,000 00
LIABILITIES.										CR.
Capital stock,	.	.	.	.	.	.	.	.	.	\$80,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	225,000 00
TOTAL,	.	.	.	.	.	.	.	.	.	\$305,000 00
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$240,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	80,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$80,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	800
Number of stockholders,	.	.	.	.	.	.	.	.	.	24
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	24
Amount of stock held in Massachuse*ts,	.	.	.	.	.	.	.	.	.	\$80,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 5	Jan. 1, 1912,	\$225,000 00	\$11,250 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . . . .	Miles. 15.030	Miles. 15.030
Length of side track, etc., . . . . .	1.020	1.020
TOTAL LENGTH OF TRACK OWNED, . . . . .	16.050	16.050

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,  
PLYMOUTH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. D. Shumway, *President and Treasurer*, Plymouth, Mass. L. T. Robbins, *Vice-President*, Plymouth, Mass. B. A. Hathaway, *Clerk of Corporation*, Plymouth, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas D. Shumway, Plymouth, Mass. Leavitt T. Robbins, Plymouth, Mass. Jason W. Mixter, Plymouth, Mass. Nathaniel Morton, Plymouth, Mass. James Millar, Plymouth, Mass. Albert T. Savery, Middleborough, Mass. Joseph E. Beal, Middleborough, Mass. John C. Sullivan, Middleborough, Mass. George F. Morse, Carver, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

T. D. SHUMWAY,  
GEORGE F. MORSE,  
J. W. MIXTER,  
L. T. ROBBINS,  
NATHANIEL MORTON,  
JOHN C. SULLIVAN,  
*Directors.*  
THOS. D. SHUMWAY,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. SEPT. 22, 1899. Then personally appeared the above-named Thos. D. Shumway, George F. Morse, Jason W. Mixter, Leavitt T. Robbins, Nathaniel Morton and John C. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,  
*Justice of the Peace.*



## RETURN

OF THE

## PROVIDENCE &amp; SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$58,212 23
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization, . . . . .	\$14 23	
Interest on funded debt, . . . . .	37,500 00	
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .		37,514 23
NET DIVISIBLE INCOME, . . . . .		\$20,698 00
Dividends declared (4 per cent), . . . . .		\$20,698 00
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.		DR.
Cost of road and equipment, . . . . .		\$1,267,450 00
TOTAL, . . . . .		\$1,267,450 00
LIABILITIES.		CR.
Capital stock, . . . . .		\$517,450 00
Funded debt, . . . . .		750,000 00
TOTAL, . . . . .		\$1,267,450 00
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$1,000,000 00	
Capital stock authorized by votes of company, . . . . .	517,450 00	
Capital stock issued and outstanding, . . . . .		\$517,450 00
Number of shares issued and outstanding, . . . . .	5,174½	
Number of stockholders, . . . . .	40	
Number of stockholders in Massachusetts, . . . . .	3	
Amount of stock held in Massachusetts, . . . . .	\$8,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . .	Per Cent. 5	July 1, 1922, .	\$750,000 00	\$37,500 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	27.730	1.630
Length of side track, etc., . . . . .	5.130	.700
TOTAL LENGTH OF TRACK OWNED, . . . . .	32.860	2.330

## GENERAL REMARKS AND EXPLANATIONS.

In 1898 the New England Railroad Company, lessor of the Providence & Springfield Railroad Company, was leased to the New York, New Haven & Hartford Railroad Company, which thereupon assumed the operation of the Providence & Springfield Railroad Company under its said lease. All statistics as to operation not given herein will be found in the report of the New York, New Haven & Hartford Railroad Company.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE &amp; SPRINGFIELD RAILROAD COMPANY,

PROVIDENCE, R. I.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Tinkham, *President*, Providence, R. I. Edward G. Buckland, *Treasurer and Clerk of Corporation*, Providence, R. I.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Tinkham, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. William W. Douglas, Providence, R. I. Stephen O. Metcalf, Providence, R. I. William H. Pope, Providence, R. I. Charles P. Clark, New Haven, Conn. Walter A. Read, Chepachet, R. I. Fred L. Sayles, Pascoag, R. I. Edward G. Buckland, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM TINKHAM,  
FENNER H. PECKHAM, JR.,  
WM. W. DOUGLAS,  
STEPHEN O. METCALF,  
WILLIAM H. POPE,  
CHARLES P. CLARK,  
WALTER A. READ,  
FRED L. SAYLES,  
EDWARD G. BUCKLAND,

*Directors.*

EDWARD G. BUCKLAND,

*Treasurer.*

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STATE OF RHODE ISLAND.

PROVIDENCE, SS. PROVIDENCE, Sept. 25, 1899. Then personally appeared the above-named William Tinkham, Fenner H. Peckham, Jr., Wm. W. Douglas, Stephen O. Metcalf, Walter A. Read, Fred L. Sayles, Edward G. Buckland and William H. Pope, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. R. POTTER,

*Notary Public.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 26, 1899. Then personally appeared the above-named Charles P. Clark, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR A. MAXWELL,

*Notary Public.*

## RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD  
COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston &amp; Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$6,805 04
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization, . . . . .	\$20 10	
Interest and discount on unfunded debts and loans, . . . . .	4,633 28	
Taxes, . . . . .	377 69	
Other expenses and charges upon income:		
Repairs to buildings, . . . . .	193 71	
Repairs to bridges, . . . . .	196 68	
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .		5,421 46
Surplus for the year ending June 30, 1899, . . . . .		\$1,383 58
Amount of surplus June 30, 1898, . . . . .		7,495 20
TOTAL SURPLUS JUNE 30, 1899, . . . . .		\$8,878 78
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.		Dr.
Cost of road, . . . . .		\$243,361 12
Traffic balances due from other companies, . . . . .	\$1,749 57	
Other cash assets, . . . . .	60 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		1,809 57
TOTAL, . . . . .		\$245,170 69
LIABILITIES.		Cr.
Capital stock, . . . . .		\$160,000 00
Current liabilities: loans and notes payable, . . . . .		76,291 91
Profit and Loss balance (surplus), . . . . .		8,878 78
TOTAL, . . . . .		\$245,170 69

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$160,000 00		
Capital stock authorized by votes of company, . . . . .	160,000 00		
Capital stock issued and outstanding, . . . . .		\$160,000 00	
Number of shares issued and outstanding, . . . . .	1,600		
Number of stockholders, . . . . .	9		
Number of stockholders in Massachusetts, . . . . .	8		
Amount of stock held in Massachusetts, . . . . .	\$159,900 00		

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line, . . . . .	11.230	11.230
Length of side track, etc., . . . . .	3.200	3.200
TOTAL LENGTH OF TRACK OWNED, . . . . .	14.430	14.430

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,  
WEBSTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. G. Washburn, *President*, 314 Main Street, Worcester, Mass. Amos Bartlett, *Vice-President*, Webster, Mass. Frank B. Smith, *Treasurer*, 314 Main Street, Worcester, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos Bartlett, Webster, Mass. Elias P. Morton, Webster, Mass. Charles Gerber, Webster, Mass. Samuel Slater, Boston, Mass. Edwin Bartlett, North Oxford, Mass. Charles G. Washburn, Worcester, Mass. Frank B. Smith, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES G. WASHBURN,  
FRANK BULKELEY SMITH,  
SAMUEL SLATER,  
AMOS BARTLETT,  
CHARLES GERBER,

*Directors.*

FRANK BULKELEY SMITH,

*Treasurer.*



## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. AUG. 29, 1899. Then personally appeared the above-named Charles G. Washburn, Frank Bulkeley Smith, Samuel Slater, Amos Bartlett and Charles Gerber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. GEO. WINTER,

*Justice of the Peace.*

# RETURN

## OF THE

### PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$416,000 00
Income from other sources: interest on bank balances, . . . . .	1,664 02
GROSS INCOME, . . . . .	\$417,664 02
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$5,959 46
Interest on funded debt, . . . . .	60,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	65,959 46
NET DIVISIBLE INCOME, . . . . .	\$351,704 56
Dividends declared (10 per cent), . . . . .	350,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$1,704 56
Amount of surplus June 30, 1898, . . . . .	216,724 82
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$218,429 38
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$4,276,250 00
Cost of equipment, . . . . .	828,887 40
TOTAL PERMANENT INVESTMENTS, . . . . .	\$5,105,137 40
Cash, . . . . .	\$32,544 01
Due from solvent companies and individuals, . . . . .	80,747 97
TOTAL CASH AND CURRENT ASSETS, . . . . .	113,291 98
TOTAL, . . . . .	\$5,218,429 38
LIABILITIES.	CR.
Capital stock, . . . . .	\$3,500,000 00
Funded debt, . . . . .	1,500,000 00
Profit and Loss balance (surplus), . . . . .	218,429 38
TOTAL, . . . . .	\$5,218,429 38

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$3,500,000 00	\$3,500,000 00
Capital stock authorized by votes of company, . . . . .	3,500,000 00	
Capital stock issued and outstanding, . . . . .	. . . . .	
Number of shares issued and outstanding, . . . . .	35,000	
Number of stockholders, . . . . .	906	
Number of stockholders in Massachusetts, . . . . .	455	
Amount of stock held in Massachusetts, . . . . .	\$1,714,200 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage, currency, . . . . .	4	Oct. 1, 1947,	\$1,500,000 00	\$60,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	40.900	25.500
Length of branch line, . . . . .	7.000	.500
TOTAL LENGTH OF LINE OWNED, . . . . .	47.900	26.000
Length of second track, . . . . .	46.480	24.980
Length of third track, . . . . .	2.150	-
Length of fourth track, . . . . .	2.150	-
Length of side track, etc., . . . . .	62.060	15.700
TOTAL LENGTH OF TRACK OWNED,* . . . . .	160.740	66.680

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,  
PROVIDENCE, R. I.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.  
Jonas G. Clark, Worcester, Mass. John W. Danielson, Providence, R. I.  
G. Marston Whitin, Whitinsville, Mass. A. George Bullock, Worcester, Mass.  
John Nicholas Brown, Newport, R. I.

\* Including only one-half the length of main line and track between Providence station and Boston switch, so called, owned jointly with the Boston & Providence Railroad Corporation.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES B. I. GODDARD,  
JOSEPH E. DAVIS,  
JOHN W. DANIELSON,  
JOHN NICHOLAS BROWN,  
*Directors.*

WM. A. LEETE,  
*Treasurer.*

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STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, Sept. 13, 1899. Then personally appeared the above-named Moses B. I. Goddard, Joseph E. Davis, John W. Danielson and John Nicholas Brown, directors, and William A. Leete, treasurer, of the Providence & Worcester Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER F. ANGELL,  
*Notary Public.*

## RETURN

OF THE

## RHODE ISLAND &amp; MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

## GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road, . . . . .	\$10,000 00
NET DIVISIBLE INCOME, . . . . .	\$10,000 00
Dividends declared (10 per cent), . . . . .	\$10,000 00
Amount of surplus June 30, 1898, . . . . .	\$14,839 63
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$14,839 63

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		Dr.
Cost of road, . . . . .		\$112,321 13
Cash, . . . . .	\$18 50	
Due from solvent companies and individuals, . . . . .	2,500 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		2,518 50
TOTAL, . . . . .		\$114,839 63
LIABILITIES.		Cr.
Capital stock, . . . . .		\$100,000 00
Profit and Loss balance (surplus), . . . . .		14,839 63
TOTAL, . . . . .		\$114,839 63

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	3	
Number of stockholders in Massachusetts, . . . . .	2	
Amount of stock held in Massachusetts, . . . . .	\$2,000 00	



## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 6.520	Miles. 6.520
Length of side track, etc., . . . . .	.860	.860
TOTAL LENGTH OF TRACK OWNED, . . . . .	7.380	7.380

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,  
FRANKLIN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James F. Ray, Franklin, Mass. Charles P. Clark, New Haven, Conn. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOSEPH G. RAY,  
JAMES F. RAY,  
EDGAR K. RAY,  
GEO. W. WIGGIN,  
*Directors.*

## COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, July 27, 1899. Then personally appeared the above-named Joseph G. Ray, James F. Ray, Edgar K. Ray and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

## RETURN

OF THE

## STOCKBRIDGE &amp; PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven &amp; Hartford.]

## GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road, . . . . .	\$27,172 00
Dividends received on stocks owned: 34 shares. Stockbridge & Pittsfield Railroad Company, . . . . .	204 00
GROSS INCOME, . . . . .	\$27,376 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization, . . . . .	392 93
NET DIVISIBLE INCOME, . . . . .	\$26,983 07
Dividends declared (6 per cent), . . . . .	26,922 00
Surplus for the year ending June 30, 1899, . . . . .	\$61 07
Amount of surplus June 30, 1898, . . . . .	9,918 29
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$9,979 36

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		Dr.
Cost of road, . . . . .		\$448,700 00
Stock of Stockbridge & Pittsfield Railroad Company, . . . . .		2,550 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$451,250 00
Cash, . . . . .		7,597 36
TOTAL, . . . . .		\$458,847 36
LIABILITIES.		Cr.
Capital stock, . . . . .		\$448,700 00
Current liabilities: dividends not called for, . . . . .		168 00
Profit and Loss balance (surplus), . . . . .		9,979 36
TOTAL, . . . . .		\$458,847 36

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$550,000 00	
Capital stock authorized by votes of company, . . . . .	448,700 00	
Capital stock issued and outstanding, . . . . .		\$448,700 00
Number of shares issued and outstanding, . . . . .	4,487	
Number of stockholders, . . . . .	223	
Number of stockholders in Massachusetts, . . . . .	157	
Amount of stock held in Massachusetts, . . . . .	\$311,000 00	

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 22.020	Miles. 22.020
Length of side track, etc., . . . . .	11.440	11.440
TOTAL LENGTH OF TRACK OWNED, . . . . .	33.460	33.460

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,  
STOCKBRIDGE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry W. Taft, *President*, Pittsfield, Mass. Daniel A. Kimball, *Treasurer*  
and *Clerk of Corporation*, Stockbridge, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry W. Taft, Pittsfield, Mass. Ferdinand Hoffmann, Stockbridge, Mass.  
John B. Hull, Stockbridge, Mass. William C. Spaulding, West Stockbridge,  
Mass. William A. Seymour, Stockbridge, Mass. Daniel A. Kimball, Stock-  
bridge, Mass.

We hereby certify that the statements contained in the foregoing return are  
full, just and true.

HENRY W. TAFT,  
WM. C. SPAULDING,  
W. A. SEYMOUR,  
DANIEL A. KIMBALL,  
*Directors.*  
DANIEL A. KIMBALL,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. STOCKBRIDGE, Aug. 9, 1899. Then personally appeared the  
above-named Henry W. Taft, Wm. C. Spaulding, W. A. Seymour and Daniel  
A. Kimball, and severally made oath that the foregoing certificate by them  
subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. H. TUCKER,  
*Justice of the Peace.*

# RETURN

## OF THE

### STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$21,500 00
Income from other sources: interest on savings bank deposit, . . . . .	60 00
GROSS INCOME, . . . . .	\$21,560 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization, . . . . .	388 77
NET DIVISIBLE INCOME, . . . . .	\$21,171 23
Dividends declared (7 per cent), . . . . .	21,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$171 23
Amount of surplus June 30, 1898, . . . . .	379 55
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$550 78
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$276,601 19
Lands in Massachusetts, . . . . .	21,492 38
TOTAL PERMANENT INVESTMENTS, . . . . .	\$298,093 57
Cash, . . . . .	2,457 21
TOTAL, . . . . .	\$300,550 78
LIABILITIES.	CR.
Capital stock, . . . . .	\$300,000 00
Profit and Loss balance (surplus), . . . . .	550 78
TOTAL, . . . . .	\$300,550 78
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$300,000 00
Capital stock authorized by votes of company, . . . . .	300,000 00
Capital stock issued and outstanding, . . . . .	\$300,000 00
Number of shares issued and outstanding, . . . . .	3,000
Number of stockholders, . . . . .	245
Number of stockholders in Massachusetts, . . . . .	225
Amount of stock held in Massachusetts, . . . . .	\$280,700 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 13.160	Miles. 13.160
Length of side track, etc., . . . . .	4.690	4.690
TOTAL LENGTH OF TRACK OWNED, . . . . .	17.850	17.850

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,

145 MERRIMACK STREET, LOWELL, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Jacob Rogers, *Treasurer*, Lowell, Mass. Frank E. Dunbar, *Clerk of Corporation*, Lowell, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. Alphonzo S. Covell, Boston, Mass. Joseph Henry Read, Westford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,  
J. S. RICKER,  
JOSEPH H. WHITE,  
WILLIAM WHITING,  
H. F. DIMOCK,  
SAMUEL C. LAWRENCE,  
A. W. SULLOWAY,  
ALEXANDER COCHRANE,

*Directors of the Boston & Maine Railroad.*

AMOS BLANCHARD,

*Treasurer of the Boston & Maine Railroad.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 20, 1899. Then personally appeared the above-named Lucius Tuttle, J. S. Ricker, Joseph H. White, William Whiting, H. F. Dimock, Samuel C. Lawrence, A. W. Sulloway and Alexander Cochrane, directors, and on July 27, 1899, Amos Blanchard, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,

*Justice of the Peace.*



# RETURN

## OF THE

### UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$66,458 00
Operating expenses, . . . . .	48,346 79
NET EARNINGS FROM OPERATION, . . . . .	\$23,111 21
Dividends received on stocks owned: Union Freight Railroad Company, . . . . .	780 00
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$23,891 21
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$3,269 55
Taxes, . . . . .	2,505 81
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,775 36
NET DIVISIBLE INCOME, . . . . .	\$18,115 85
Dividends declared during the year: June, 1889, 6 per cent on \$300,000, . . . . .	18,000 00
Surplus for the year ending June 30, 1899, . . . . .	\$115 85
Amount of surplus June 30, 1898, . . . . .	48,301 39
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$48,417 24

#### EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight, . . . . .	\$66,259 40		
Deductions:			
Overcharge to shippers, . . . . .	. . . .	\$69 74	
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . .	. . . .	\$66,189 66
Other earnings from operation:			
Car mileage—balance, . . . . .	. . . .	. . . .	268 34
GROSS EARNINGS FROM OPERATION, . . . . .	. . . .	. . . .	\$66,458 00

## EXPENSES OF OPERATION.

<b>General expenses :</b>	
Salaries of general officers, . . . . .	\$3,199 80
Salaries of clerks and attendants, . . . . .	664 00
General office expenses and supplies, . . . . .	17 50
<b>TOTAL, . . . . .</b>	<b>\$3,881 30</b>
<b>Maintenance of way and structures :</b>	
Repairs of roadway, . . . . .	\$11,662 60
Renewals of rails, . . . . .	1,212 98
Repairs and renewals of buildings and fixtures, . . . . .	38 47
<b>TOTAL, . . . . .</b>	<b>\$12,914 05</b>
<b>Maintenance of equipment : repairs and renewals of locomotives,</b>	
<b>TOTAL, . . . . .</b>	<b>\$3,064 24</b>
<b>Conducting transportation :</b>	
Engine and roundhouse men, . . . . .	\$5,919 65
Fuel for locomotives, . . . . .	3,360 76
Water supply for locomotives, . . . . .	158 80
Oil, tallow and waste for locomotives, . . . . .	296 60
Other supplies for locomotives, . . . . .	10 55
Train service, . . . . .	10,121 10
Switchmen, flagmen and watchmen, . . . . .	1,201 20
Telegraph expenses, . . . . .	156 50
Station service, . . . . .	1,977 40
Station supplies, . . . . .	186 63
Loss and damage, . . . . .	32 38
Rentals of buildings and other property, . . . . .	65 63
<b>TOTAL, . . . . .</b>	<b>\$23,487 20</b>
<b>Recapitulation :</b>	
General expenses, . . . . .	\$3,881 30
Maintenance of way and structures, . . . . .	12,914 05
Maintenance of equipment, . . . . .	3,064 24
Conducting transportation, . . . . .	23,487 20
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$43,346 79</b>
<b>Percentage of operating expenses to gross earnings, . . . . .</b>	<b>65.22</b>

## GENERAL BALANCE SHEET JUNE 30, 1899.

ASSETS.		DR.
Cost of road, . . . . .		\$401,069 67
Cost of equipment, . . . . .		14,000 00
Stock of Union Freight Railroad Company, . . . . .		13,000 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$428,069 67</b>
Cash, . . . . .	\$4,778 49	
Due from agents, . . . . .	287 44	
Due from solvent companies and individuals, . . . . .	161 53	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>5,227 46</b>
Materials and supplies, . . . . .		4,567 56
<b>TOTAL, . . . . .</b>		<b>\$437,864 69</b>

LIABILITIES.		Cr.
Capital stock, . . . . .		\$300,000 00
Real estate mortgages, . . . . .		88,500 00
Current liabilities: audited vouchers and accounts, . . . . .		947 45
Profit and Loss balance (surplus), . . . . .		48,417 24
<b>TOTAL, . . . . .</b>		<b>\$437,864 69</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$500,000 00	
Capital stock authorized by votes of company, . . . . .	300,000 00	
Capital stock issued and outstanding, . . . . .		\$300,000 00
Number of shares issued and outstanding, . . . . .	3,000	
Number of stockholders, . . . . .	3	
Number of stockholders in Massachusetts, . . . . .	3	
Amount of stock held in Massachusetts, . . . . .	\$300,000 00	

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Real estate in Boston, . . . . .	Per Cent. 4	June 16, 1903,	\$88,500 00	\$3,540 00

## VOLUME OF TRAFFIC, ETC.

Freight traffic:		
Number of tons of freight hauled earning revenue, . . . . .		236,358
Number of tons of freight hauled one mile, . . . . .		324,992
Number of tons of freight hauled one mile per mile of road operated, . . . . .		133,742
Average length of haul per ton, . . . . .		1.375 miles.
Average amount received for each ton of freight, . . . . .		28.004 cents.
Average amount received per ton per mile hauled, . . . . .		20.366 "
Freight earnings (gross) per mile of road operated, . . . . .		\$27,238 54
Freight earnings (gross) per freight-train mile run, . . . . .		3 38.514
Operating expenses:		
Operating expenses per mile of road operated, . . . . .		17,838 19
Operating expenses per revenue-train mile run, . . . . .		2 21.689
Train mileage:		
Miles run by freight trains, . . . . .		19,553
Total mileage of trains earning revenue, . . . . .		19,553
Total train mileage, . . . . .		19,553
Fares and freights:		
Average rate of freight per ton mile on local way-bill, . . . . .		20.366 cents.
Employees:		
Average number of persons employed, . . . . .		41

## DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massachusetts.
		Miles.	Miles.
Length of main line, . . . . .		2.431	2.431
Length of second track, . . . . .		.937	.937
Length of side track, etc., . . . . .		1.280	1.280
TOTAL LENGTH OF TRACK OWNED, . . . . .		4.648	4.648
RAILROAD OPERATED.			
Length of main line, . . . . .		2.431	2.431
Length of second track, . . . . .		.937	.937
Length of side track, etc., . . . . .		1.280	1.280
TOTAL LENGTH OF TRACK OPERATED, . . . . .		4.648	4.648

## DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Maximum Weight.	Average Weight.
LOCOMOTIVES.		Tons.	Tons.
Freight, . . . . .	4	31	31

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-	1	-
TOTALS, .	-	-	1	-	1	-	1	-

## STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

April 21, 1899. — James Jordan, residence Provincetown, Mass., instantly killed by stumbling and falling from the street under a moving train, owing to intoxication, his head and right arm being crushed by the wheels.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,

TERMINAL STATION, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Colin M. Ingersoll, Jr., *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. Geo. L. Winlock, *General Freight Agent*, Boston, Mass. A. H. Grovenor, *Superintendent*, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Colin M. Ingersoll, Jr., Boston, Mass. Charles F. Choate, Southborough, Mass. Charles P. Clark, New Haven, Conn. George A. Gardner, Boston, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

C. M. INGERSOLL, JR.,  
CHARLES F. CHOATE,  
CHARLES P. CLARK,  
N. THAYER,  
GEO. A. GARDNER,  
*Directors.*

AUSTIN W. ADAMS,  
*Treasurer.*

A. H. GROVENOR,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 25, 1899. Then personally appeared the above-named Charles F. Choate, Charles P. Clark, Nathaniel Thayer, George A. Gardner, Colin M. Ingersoll, Jr., Austin W. Adams and A. H. Grovenor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HUGH H. BENTON,  
*Justice of the Peace.*



## RETURN

OF THE

## VERMONT &amp; MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Fitchburg.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$194,580 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization, . . . . .	3,000 00
NET DIVISIBLE INCOME, . . . . .	\$191,580 00
Dividends declared (6 per cent), . . . . .	\$191,580 00
Amount of surplus June 30, 1898, . . . . .	\$172,479 97
Debits to profit and loss account during the year: office fur- niture, . . . . .	55 00
TOTAL SURPLUS JUNE 30, 1899, . . . . .	\$172,424 97
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	DR.
Cost of road, . . . . .	\$3,288,328 01
Cost of equipment, . . . . .	261,233 64
Lands in Massachusetts, . . . . .	48,720 46
Turner's Falls Branch, . . . . .	145,300 63
Improvement by Fitchburg Railroad Company since January 1, 1874, . . . . .	2,378,310 08
TOTAL PERMANENT INVESTMENTS, . . . . .	\$6,121,892 82
Cash, . . . . .	\$10,521 50
Other cash assets: City Institution for Savings in Lowell, . . . . .	269 53
TOTAL CASH AND CURRENT ASSETS, . . . . .	10,791 03
TOTAL, . . . . .	\$6,132,683 85

LIABILITIES.										CR.
Capital stock, . . . . .										\$3,193,000 00
Funded debt, . . . . .										1,000,000 00
Current liabilities:										
Dividends not called for, . . . . .									\$10,521 50	
Miscellaneous current liabilities: Fitchburg Railroad Company on account of im- provements on Vermont & Massachusetts Railroad, . . . . .									1,756,737 38	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>										<b>1,767,258 88</b>
Profit and Loss balance (surplus), . . . . .										172,424 97
<b>TOTAL, . . . . .</b>										<b>\$6,132,683 85</b>
CAPITAL STOCK.										
Capital stock authorized by law, . . . . .									\$4,700,000 00	
Capital stock authorized by votes of company, . . . . .									3,193,000 00	
Capital stock issued and outstanding, . . . . .										\$3,193,000 00
Number of shares issued and outstanding, . . . . .									31,930	
Number of stockholders, . . . . .									1,315	
Number of stockholders in Massachusetts, . . . . .									1,129	
Amount of stock held in Massachusetts, . . . . .									\$2,922,600 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plain bonds, . . . . .	5	May 1, 1903, .	\$1,000,000 00	\$50,000 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line, . . . . .	56.000	56.000
Length of branch line, . . . . .	2.800	2.800
<b>TOTAL LENGTH OF LINE OWNED, . . . . .</b>	<b>58.800</b>	<b>58.800</b>
Length of second track, . . . . .	56.000	56.000
Length of side track, etc., . . . . .	39.250	39.250
<b>TOTAL LENGTH OF TRACK OWNED, . . . . .</b>	<b>154.050</b>	<b>154.050</b>

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,  
TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Ware, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Boston, Mass. Geo. F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,  
ROBERT CODMAN,  
C. T. CROCKER,  
RODNEY WALLACE,  
JOSEPH B. RUSSELL,  
CHAS. T. PLUNKETT,  
CHARLES LOWELL,  
JAS. RENFREW,  
B. N. BULLOCK,  
WM. E. RICE,

*Directors of the Fitchburg Railroad.*

DAN. A. GLEASON,  
*Treasurer of the Fitchburg Railroad.*

F. O. MELCHER,  
*Superintendent of the Fitchburg Railroad.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 12, 1899. Then personally appeared the above-named Edmund D. Codman, Robert Codman, Joseph B. Russell, Rodney Wallace, C. T. Crocker, Jas. Renfrew, B. N. Bullock and Wm. E. Rice, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN. A. GLEASON,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On September 13, 1899, personally appeared the above-named Danl. A. Gleason, and on September 15, 1899, personally appeared the above-named F. O. Melcher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED GORHAM,  
*Justice of the Peace.*

RETURN  
OF THE  
WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$52,500 00
Dividends declared (7 per cent), . . . . .	\$52,500 00
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS. Dr.	
Cost of road, . . . . .	\$1,115,163 82
TOTAL, . . . . .	\$1,115,163 82
LIABILITIES. Cr.	
Capital stock, . . . . .	\$750,000 00
Current liabilities, . . . . .	365,163 82
TOTAL, . . . . .	\$1,115,163 82
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$1,000,000 00
Capital stock authorized by votes of company, . . . . .	750,000 00
Capital stock issued and outstanding, . . . . .	\$750,000 00
Number of shares issued and outstanding, . . . . .	7,500
Number of stockholders, . . . . .	153
Number of stockholders in Massachusetts, . . . . .	147
Amount of stock held in Massachusetts, . . . . .	\$594,600 00

DESCRIPTION OF RAILROAD OWNED.  
(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 49.350	Miles. 49.350
Length of side track, etc., . . . . .	7.020	7.020
TOTAL LENGTH OF TRACK OWNED, . . . . .	56.370	56.370

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,  
BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Boston, Mass. F. H. Ratcliffe, *Assistant Treasurer*, Boston, Mass. E. W. Long, *Clerk of Corporation*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. A. Rumrill, Springfield, Mass. C. E. Stevens, Hingham, Mass. H. B. Chapin, Boston, Mass. Chas. S. Sargent, Brookline, Mass. Chas. E. Stevens, Ware, Mass. F. H. Gillett, Springfield, Mass. Chester W. Bliss, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,  
H. B. CHAPIN,  
FREDERICK H. GILLETT,  
CHESTER W. BLISS,  
*Directors.*  
FRANK H. RATCLIFFE,  
*Assistant Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 6, 1899. Then personally appeared the above-named J. A. Rumrill and H. B. Chapin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK H. RATCLIFFE,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 6, 1899. Then personally appeared the within-named Frank H. Ratcliffe, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, WOODWARD HUDSON,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 14, 1899. Then personally appeared the above-named Frederick H. Gillett and Chester W. Bliss, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HARLAN P. SMALL,  
*Justice of the Peace.*



# RETURN

## OF THE

### WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road, . . . . .		\$1,800 00
Dividends declared ( $4\frac{1}{2}$ + per cent), . . . . .		\$1,800 00
Amount of surplus June 30, 1898, . . . . .		\$454 41
TOTAL SURPLUS JUNE 30, 1899, . . . . .		\$454 41
GENERAL BALANCE SHEET JUNE 30, 1899.		
ASSETS.		Dr.
Cost of road, . . . . .		\$39,600 00
Cash, . . . . .	\$4 41	
Due from solvent companies and individuals (rental accrued, not yet due), . . . . .	450 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		454 41
TOTAL, . . . . .		\$40,054 41
LIABILITIES.		Cr.
Capital stock, . . . . .		\$39,600 00
Profit and Loss balance (surplus), . . . . .		454 41
TOTAL, . . . . .		\$40,054 41
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$75,000 00	
Capital stock authorized by votes of company, . . . . .	39,600 00	
Capital stock issued and outstanding, . . . . .		\$39,600 00
Number of shares issued and outstanding, . . . . .	396	
Number of stockholders, . . . . .	6	

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line, . . . . .	Miles. 2.640	Miles. 2.640
Length of side track, etc., . . . . .	.890	.890
TOTAL LENGTH OF TRACK OWNED, . . . . .	3.530	3.530

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,  
NEW HAVEN, CONN.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. H. M. Kochersperger, *Treasurer*, New Haven, Conn. Wm. E. Barnett, *Clerk of Corporation*, New Haven, Conn.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles P. Clark, New Haven, Conn. John M. Hall, New Haven, Conn. W. L. Squire, New Haven, Conn. C. H. Platt, New Haven, Conn. H. M. Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,  
CHARLES P. CLARK,  
W. L. SQUIRE,  
C. H. PLATT,  
H. M. KOCHERSPERGER,  
*Directors.*  
H. M. KOCHERSPERGER,  
*Treasurer.*  
C. H. PLATT,  
*General Superintendent.*

## STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, SS. AUG. 28, 1899. Then personally appeared the above-named John M. Hall, W. L. Squire and H. M. Kochersperger, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,  
*Notary Public.*

## STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. AUG. 31, 1899. Then personally appeared the above-named Charles P. Clark, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

AVERY CLARK,  
*Notary Public.*

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## STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. SEPT. 5, 1899. Then personally appeared the above-named C. H. Platt, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

C. H. LEWIS,  
*Notary Public.*

# RETURN

## OF THE

### WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, . . . . .	\$250,000 00
Income from other sources: interest on bank account, . . . . .	185 40
<b>GROSS INCOME, . . . . .</b>	<b>\$250,185 40</b>
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$2,299 63
Interest on funded debt, . . . . .	71,040 00
Interest and discount on unfunded debts and loans, . . . . .	6,812 98
<b>TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .</b>	<b>79,652 61</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$170,532 79</b>
Dividends declared (4½ per cent on 30,644 shares), . . . . .	137,898 00
Surplus for the year ending June 30, 1899, . . . . .	\$32,634 79
Amount of deficit June 30, 1898, . . . . .	427,300 15
Credits to Profit and Loss account during the year: correction of discrepancy of one share Worcester, Nashua & Rochester Railroad Company stock in treasury, <i>i.e.</i> , 354 shares (previously reported 353 shares), . . . . .	100 00
<b>TOTAL SURPLUS JUNE 30, 1899, . . . . .</b>	<b>\$394,565 36</b>
GENERAL BALANCE SHEET JUNE 30, 1899.	
ASSETS.	Dr
Cost of road, . . . . .	\$4,138,584 99
Cost of equipment, . . . . .	415,336 03
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$4,553,921 02</b>
Cash, . . . . .	\$33,933 62
Worcester, Nashua & Rochester stock, . . . . .	35,400 00
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>69,333 62</b>
Profit and Loss balance (deficit), . . . . .	394,565 36
<b>TOTAL, . . . . .</b>	<b>\$5,017,820 00</b>

LIABILITIES.										Cr.
Capital stock, . . . . .										\$3,099,800 00
Funded debt, . . . . .										1,776,000 00
Current liabilities :										
Loans and notes payable, . . . . .									\$110,000 00	
Matured interest coupons unpaid (including coupons due July 1), . . . . .									28,220 00	
TOTAL CURRENT LIABILITIES, . . . . .										138,220 00
Accrued liabilities : interest accrued and not yet due, . . .										3,800 00
TOTAL, . . . . .										\$5,017,820 00
CAPITAL STOCK.										
Capital stock authorized by law, . . . . .									\$3,600,000 00	
Capital stock authorized by votes of company, . . . . .									3,099,800 00	
Capital stock issued and outstanding, . . . . .										\$3,099,800 00
Number of shares issued and outstanding, . . . . .									30,998	
Number of stockholders, . . . . .									817	
Number of stockholders in Massachusetts, . . . . .									568	
Amount of stock held in Massachusetts, . . . . .									\$923,700 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	4	Jan. 1, 1906, .	\$150,000 00	\$3,000 00
First mortgage bonds, . . . . .	4	Jan. 1, 1913, .	511,000 00	10,220 00
First mortgage bonds, . . . . .	4	Jan. 1, 1930, .	735,000 00	14,420 00
First mortgage bonds, . . . . .	4	Oct. 1, 1934, .	380,000 00	11,380 00
TOTALS, . . . . .			\$1,776,000 00	\$39,020 00

## DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, . . . . .	94.480	39.460
Length of second track, . . . . .	18.130	18.130
Length of side track, etc., . . . . .	44.420	26.060
TOTAL LENGTH OF TRACK OWNED, . . . . .	157.030	83.650

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,  
BOSTON, MASS.



## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, *President*, 32 Nassau Street, New York, N. Y. Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Elijah B. Stoddard, *General Counsel*, Worcester, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, New York, N. Y. James N. Jarvie, New York, N. Y. Adrian Iselin, Jr., New York, N. Y. Frederic Cromwell, New York, N. Y. William J. Sewall, Camden, N. J. Elijah B. Stoddard, Worcester, Mass. George W. Armstrong, Brookline, Mass. Albert Wallace, Rochester, N. H. Nathaniel Thayer, Boston, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

G. G. HAVEN,  
JAMES N. JARVIE,  
ADRIAN ISELIN, JR.,  
ELIJAH B. STODDARD,  
ALBERT WALLACE,  
*Directors.*  
CHARLES H. BOWEN,  
*Treasurer.*

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## STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. AUG. 30, 1899. Then personally appeared the above-named G. G. Haven, Adrian Iselin, Jr., and James N. Jarvie, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, MARTIN EICHE,  
*Notary Public, N. Y. County.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 31, 1899. Then personally appeared the above-named Elijah B. Stoddard, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, BENJAMIN J. BARRON,  
*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1899. Then personally appeared the above-named Albert Wallace and Charles H. Bowen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, BENJAMIN J. BARRON,  
*Notary Public.*

The undersigned, commissioner of Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having examined the report of the president and directors of said company for the year 1898-99, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM.

WORCESTER, Aug. 31, 1899.

The undersigned, commissioner of the Commonwealth of Massachusetts for the Worcester & Nashua Railroad Company, on the above-named date examined the accounts of said company for the year aforesaid, to determine what proportion of receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to the part lying in New Hampshire, with the following result:—

Total cost of road and equipment (94.480 miles), . . . . .	\$5,553,921 02
Cost of road lying in Massachusetts (39.460 miles), including equipment, . . . . .	2,268,583 28
Cost of road lying in New Hampshire (55.020 miles), including equipment, . . . . .	2,285,337 74
Total income of the road for the year, . . . . .	250,000 00
Expended for salaries and maintenance of organization, . . . . .	2,299 63
Interest paid on funded debt, . . . . .	71,040 00
Interest paid on unfunded debt, . . . . .	6,312 98
Net income of entire road, . . . . .	170,532 79

The road being under lease to the Boston & Maine Railroad Company, no account is here taken of the cost of permanent improvements, or the expenditures and receipts connected with its operation by that company.

An equal apportionment is hereby made of income and expenses to the parts of the road lying respectively in Massachusetts and New Hampshire, on the basis of the nearly equal cost of the separate sections, including equipments, the inconsiderable difference being \$16,754.46.

JOHN J. PUTNAM,  
*Commissioner.*



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PART V.

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STREET RAILWAY  
REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1899.

[AS CORRECTED BY THE BOARD.]

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# REPORT

OF THE

## AMESBURY & HAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation July 4, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,632 00
Operating expenses, . . . . .	2,611 59
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,020 41
Surplus for the year ending September 30, 1899, . . . . .	\$2,020 41
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$2,020 41
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$4,632 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,632 00
EXPENSES OF OPERATION.	
General expenses: insurance, . . . . .	\$453 75
Transportation expenses:	
Cost of electric motive power, . . . . .	749 84
Wages and compensation of persons employed in conducting transportation, . . . . .	1,408 00
TOTAL OPERATING EXPENSES, . . . . .	\$2,611 59
GENERAL BALANCE SHEET SEPTEMBER 30, 1889.	
ASSETS.	Dr.
Cost of railway:	
Roadway and tracks, . . . . .	\$55,582 56
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	9,612 18
Engineering and other expenses incident to construction, . . . . .	1,941 23
TOTAL COST OF RAILWAY OWNED, . . . . .	\$67,135 97

Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$25,388 08
Cost of land and buildings:	
Land necessary for operation of railway, . . . . .	\$1,275 00
Buildings necessary for operation of railway, . . . . .	8,485 34
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>	<b>9,760 34</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$102,284 39</b>
Cash and current assets: cash, . . . . .	2,261 36
<b>TOTAL, . . . . .</b>	<b>\$104,545 75</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$50,000 00
Current liabilities: loans and notes payable, . . . . .	52,525 34
Profit and Loss balance (surplus), . . . . .	2,020 41
<b>TOTAL, . . . . .</b>	<b>\$104,545 75</b>
<b>CAPITAL STOCK.</b>	
Capital stock authorized by law, . . . . .	\$50,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock issued and outstanding, . . . . .	\$50,000 00
Number of shares issued and outstanding, . . . . .	500
Number of stockholders, . . . . .	8
Number of stockholders in Massachusetts, . . . . .	7
Amount of stock held in Massachusetts, . . . . .	\$49,900 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	92,438
Number carried per mile of main railway track operated, . . . . .	21,348
Number of round trips run, . . . . .	5,356
Number of car miles run, . . . . .	21,424
Average number of persons employed, . . . . .	8
Company commenced operation July 4, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	9
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>11</b>
Number of all above cars with 4 wheels, . . . . .	5
Number of all above cars with 8 wheels, . . . . .	6
Number of cars equipped with fenders, . . . . .	11
Number of cars equipped with heaters (electric), . . . . .	2
Electric motors, . . . . .	22

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	4.330 miles.
Length of sidings, switches, etc., . . . . .	.280 "
Total, computed as single track, . . . . .	4.610 "

System of electric motive power in use by the company: Lorain Steel Company.

Names of the several cities and towns in which the railways operated by the company are located: Salisbury and Amesbury.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,  
ROOM 210, 60 STATE STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wallace D. Lovell, *President*, 60 State Street, Boston, Mass. Edwin L. Pride, *Treasurer*, 60 State Street, Boston, Mass. Henry F. Carey, *Clerk of Corporation*, Amesbury, Mass. John R. Bullard, *General Counsel*, 40 Water Street, Boston, Mass. Chas. E. Stanwood, *Auditor*, Needham, Mass. Albert E. McReel, *General Manager and Superintendent*, Exeter, N. H.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Richard E. Briggs, Amesbury, Mass. Edward R. Briggs, Amesbury, Mass. Henry F. Carey, Amesbury, Mass. Wallace D. Lovell, Newton, Mass. Edwin L. Pride, Somerville, Mass. Chas. E. Hollander, Brookline, Mass. Albert E. McReel, Exeter, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALLACE D. LOVELL,  
ALBERT E. MCREELE,  
EDWIN L. PRIDE,  
CHAS. E. HOLLANDER,  
*Directors.*  
EDWIN L. PRIDE,  
*Treasurer.*  
ALBERT E. MCREELE,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOVEMBER, 1899. Then personally appeared the above-named Wallace D. Lovell, Albert E. McReel, Edwin L. Pride and Charles E. Hollander, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,  
*Notary Public.*

# REPORT

## OF THE

### AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$11,214 26
Operating expenses, . . . . .	8,734 59
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$2,479 67
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,204 16
Taxes, . . . . .	143 31
Other deductions from income: Riverside Park entertainments, etc., . . . . .	288 73
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	1,636 20
Surplus for the year ending September 30, 1899, . . . .	\$843 47
Amount of deficit September 30, 1898, . . . . .	3,581 61
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$2,738 14
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$10,842 65
Receipts from carriage of mails, . . . . .	194 57
Receipts from advertising in cars, . . . . .	177 04
GROSS EARNINGS FROM OPERATION, . . . . .	\$11,214 26
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$953 90
General office expenses and supplies, . . . . .	66 47
Legal expenses, . . . . .	108 53
Insurance, . . . . .	122 04
Other general expenses, . . . . .	29 93
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	107 96
Repair of electric line construction, . . . . .	9 93
Removal of snow and ice, . . . . .	112 84
Repair of buildings, . . . . .	5 60
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	249 67
Repair of electric equipment of cars, . . . . .	107 00

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**Transportation expenses :**

Cost of electric motive power, . . . . .	\$3,584 02
Wages and compensation of persons employed in conducting transportation, . . . . .	3,102 48
Other transportation expenses : incidentals, \$172.82; sundry equipment expenses, \$1.40, . . . . .	174 22
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$8,734 59</b>

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**PROPERTY ACCOUNTS.****Additions to railway :**

Extension of tracks, . . . . .	\$70 70
New electric line construction, . . . . .	2 50

<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$73 20</b>
<b>Additions to equipment, . . . . .</b>	<b>37 00</b>

<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$110 20</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : sold one M. P. 90 K. W. General Electric generator, . . . . .</b>	<b>471 37</b>

<b>NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$361 17</b>
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**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****DR.****Cost of railway :**

Roadway and tracks, . . . . .	\$22,604 37
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	5,086 06
Engineering and other expenses incident to construction, . . . . .	359 08

<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$28,049 51</b>
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**Cost of equipment :**

Cars and other rolling stock and vehicles, . . . . .	\$4,717 23
Electric equipment of same, . . . . .	3,587 69
Other items of equipment : sundry equipment account, . . . . .	268 31

<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>8,573 23</b>
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**Cost of land and buildings :**

Electric power stations, including equipment, . . . . .	\$5,231 66
Other buildings necessary for operation of railway, . . . . .	837 64

<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>	<b>6,069 30</b>
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<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$42,692 04</b>
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**Cash and current assets :**

Cash, . . . . .	\$521 25
Bills and accounts receivable, . . . . .	95 30

<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>616 55</b>
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Miscellaneous assets : materials and supplies, . . . . .	578 47
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Profit and Loss balance (deficit), . . . . .	2,738 14
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<b>TOTAL, . . . . .</b>	<b>\$46,625 20</b>
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LIABILITIES.		Cr.
Capital stock, . . . . .		\$22,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$24,000 00	
Audited vouchers and accounts, . . . . .	625 20	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>24,625 20</b>
<b>TOTAL, . . . . .</b>		<b>\$46,625 20</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	22,000 00	
Capital stock issued and outstanding, . . . . .		\$22,000 00
Number of shares issued and outstanding, . . . . .	220	
Number of stockholders, . . . . .	58	
Number of stockholders in Massachusetts, . . . . .	58	
Amount of stock held in Massachusetts, . . . . .	\$22,000 00	

## FUNDED DEBT.

\$21,500 first mortgage 5 per cent bonds issued and used as collateral for an equal amount of bills payable.

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	215,955
Number carried per mile of main railway track operated, . . . . .	49,611
Number of round trips run, . . . . .	8,304
Number of car miles run, . . . . .	61,869
Average number of persons employed, . . . . .	9

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	2
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>4</b>
Number of cars equipped with heaters (electric), . . . . .	2
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	8

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	4.353 miles.
Length of sidings, switches, etc., . . . . .	.125 "
Total, computed as single track, . . . . .	4.478 "

System of electric motive power in use by the company: Westinghouse Electric and Manufacturing Company.

Names of the several cities and towns in which the railways operated by the company are located: Amherst.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Central Vermont Railroad, New London Northern Division, .	1	1
Number of above crossings at which <i>frogs</i> are inserted in the tracks, .		1

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST & SUNDERLAND STREET RAILWAY COMPANY,  
AMHERST, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cowls, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President and Treasurer*, Amherst, Mass. Chas. H. Edwards, *Clerk of Corporation*, Amherst, Mass. Louis N. Wheelock, *Superintendent*, Amherst, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cowls, North Amherst, Mass. George E. Fisher, North Amherst, Mass. Theodore L. Paige, Amherst, Mass. Levi Stockbridge, Amherst, Mass. Frank A. Cadwell, Amherst, Mass. Henry B. Edwards, Amherst, Mass. Mason A. Dickinson, Amherst, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER D. COWLS,  
LEVI STOCKBRIDGE,  
GEORGE E. FISHER,  
MASON A. DICKINSON,  
THEODORE L. PAIGE,  
HENRY B. EDWARDS,  
FRANK A. CADWELL,  
*Directors.*  
MASON A. DICKINSON,  
*Treasurer.*  
LOUIS N. WHELOCK,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. AMHERST, Oct. 10, 1899. Then personally appeared the above-named Walter D. Cowls, Levi Stockbridge, George E. Fisher, Mason A. Dickinson, Theodore L. Paige, Henry B. Edwards and Frank A. Cadwell, directors, Mason A. Dickinson, treasurer, and Louis N. Wheelock, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

C. H. EDWARDS,  
*Justice of the Peace.*

## REPORT

OF THE

## ATHOL &amp; ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$29,824 12
Operating expenses, . . . . .	19,458 54
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$10,365 58
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$3,000 00
Interest and discount on unfunded debts and loans, . . . . .	181 28
Taxes, . . . . .	89 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,271 18
NET DIVISIBLE INCOME, . . . . .	\$7,094 40
Dividends declared (8 per cent), . . . . .	4,800 00
Surplus for the year ending September 30, 1899, . . . .	\$2,294 40
Amount of surplus September 30, 1898, . . . . .	16,623 15
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$18,917 55
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$29,894 95
Receipts from advertising in cars, . . . . .	160 00
Receipts from interest on deposits, . . . . .	269 17
GROSS EARNINGS FROM OPERATION, . . . . .	\$29,824 12
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,199 96
General office expenses and supplies, . . . . .	617 51
Insurance, . . . . .	289 83
Other general expenses : amusements, . . . . .	1,757 00
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	1,105 06
Repair of electric line construction, . . . . .	411 77
Removal of snow and ice, . . . . .	273 40

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$1,288 74
Repair of electric equipment of cars, . . . . .	1,278 02
Transportation expenses:	
Cost of electric motive power, . . . . .	4,181 38
Wages and compensation of persons employed in conducting transportation, . . . . .	5,767 90
Damages for injuries to persons and property, . . . . .	22 00
Other transportation expenses: fuel, oil, etc., . . . . .	265 97
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$19,458 54</b>

## PROPERTY ACCOUNTS.

Additions to equipment, . . . . .	\$575 00
Additions to other permanent property: tenement, etc., . . . . .	1,000 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,575 00</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

DR.

Cost of railway:		
Roadway and tracks, . . . . .	\$70,609 58	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	17,893 46	
Engineering and other expenses incident to construction, . . . . .	6,020 57	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$94,523 61</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$15,811 24	
Electric equipment of same, . . . . .	12,430 07	
Other items of equipment: extra generators, etc., . . . . .	4,641 74	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>32,883 05</b>
Cost of land and buildings: land necessary for operation of railway, . . . . .		9,196 62
Other permanent property: tenement, etc., . . . . .		1,000 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$137,603 28</b>
Cash and current assets:		
Cash, . . . . .	\$1,314 27	
Bills and accounts receivable, . . . . .	2,000 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>3,314 27</b>
Miscellaneous assets: materials and supplies, . . . . .		750 00
<b>TOTAL, . . . . .</b>		<b>\$141,667 55</b>

## LIABILITIES.

CR.

Capital stock, . . . . .	\$60,000 00
Funded debt, . . . . .	60,000 00
Current liabilities: loans and notes payable, . . . . .	2,000 00
Accrued liabilities: interest accrued and not yet due, . . . . .	750 00
Profit and Loss balance (surplus), . . . . .	18,917 55
<b>TOTAL, . . . . .</b>	<b>\$141,667 55</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock issued and outstanding, . . . . .		\$60,000 00
Number of shares issued and outstanding, . . . . .	600	
Number of stockholders, . . . . .	8	
Number of stockholders in Massachusetts, . . . . .	7	
Amount of stock held in Massachusetts, . . . . .	\$59,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	Jan. 1, 1915, .	\$60,000 00	\$3,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	600,933
Number carried per mile of main railway track operated, . . . . .	87,344
Number of round trips run, . . . . .	8,091
Number of car miles run, . . . . .	111,338
Average number of persons employed, . . . . .	16

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	5
Open passenger cars equipped for electric power, . . . . .	5
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	10
Number of cars equipped with heaters (electric), . . . . .	5
Snow ploughs (electric), . . . . .	1
Other highway vehicles: trolley wagon, . . . . .	1
Electric motors, . . . . .	22
Other items of equipment: extra generators, etc.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.880 miles.
Length of sidings, switches, etc., . . . . .	440 "
Total, computed as single track, . . . . .	7.320 "

System of electric motive power in use by the company: overhead trolley.  
Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	1	-	1	-
TOTALS, . . . . .	-	-	1	-	1	-

## STATEMENT OF EACH ACCIDENT.

Man ran in front of car and was fatally injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,  
ATHOL, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George D. Bates, *President*, Athol, Mass. William D. Luey, *Treasurer and Clerk of Corporation*, Athol, Mass. Warren M. King, *Auditor*, Northampton, Mass. Wilson D. Smith, *General Manager*, Athol, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George D. Bates, Athol, Mass. Wilson D. Smith, Athol, Mass. Hollis M. Slate, Athol, Mass. Arthur F. Tyler, Athol, Mass. William D. Luey, Athol, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM D. LUEY,  
HOLLIS M. SLATE,  
WILSON D. SMITH,  
ARTHUR F. TYLER,  
GEORGE D. BATES,

*Directors.*

WILLIAM D. LUEY,

*Treasurer.*

WILSON D. SMITH,

*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. ATHOL, Oct. 4, 1899. Then personally appeared the above-named Hollis M. Slate, William D. Luey, Wilson D. Smith, Geo. D. Bates and Arthur F. Tyler, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKE B. SWIFT,

*Justice of the Peace.*

## REPORT

OF THE

## BEVERLY &amp; DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$7,220 95
Operating expenses, . . . . .	4,370 91
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$2,850 04
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$2,400 00
Taxes, . . . . .	127 57
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .	2,527 57
Surplus for the year ending September 30, 1899, . . .	\$322 47
Amount of deficit September 30, 1898, . . . . .	6,901 83
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$6,579 36
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$7,220 95
GROSS EARNINGS FROM OPERATION, . . . . .	\$7,220 95
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$95 70
General office expenses and supplies, . . . . .	6 10
Insurance, . . . . .	69 03
Other general expenses: printing and stationery, \$20.10; services account, maps, appraisals, etc., \$56.52, . . .	76 62
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	178 79
Removal of snow and ice, . . . . .	220 49
Maintenance of equipment: repair of cars and other vehicles,	54 84
Transportation expenses:	
Cost of electric motive power, . . . . .	951 18
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	2,253 00
Tolls for trackage over other railways, . . . . .	465 16
TOTAL OPERATING EXPENSES, . . . . .	\$4,370 91

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$20,402	41
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	2,168	87
Interest accrued during construction of rail- way, . . . . .	1,135	99
Engineering and other expenses incident to construction, . . . . .	357	67
TOTAL COST OF RAILWAY OWNED, . . . . .		\$24,064 94
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .		3,854 34
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$777	00
Buildings necessary for operation of railway, . . . . .	2,202	22
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		2,979 22
TOTAL PERMANENT INVESTMENTS, . . . . .		\$30,898 50
Cash and current assets:		
Cash; . . . . .	\$1,425	09
Bills and accounts receivable, . . . . .	25	00
Other cash and current assets: prepaid taxes, . . . . .	18	46
TOTAL CASH AND CURRENT ASSETS, . . . . .		1,468 55
Miscellaneous assets:		
Unexpired insurance premiums, . . . . .	\$79	55
Reconstruction, . . . . .	17,930	90
TOTAL MISCELLANEOUS ASSETS, . . . . .		18,010 45
Profit and Loss balance (deficit), . . . . .		6,579 36
TOTAL, . . . . .		\$56,956 86
LIABILITIES.		Cr.
Capital stock, . . . . .		\$12,000 00
Funded debt, . . . . .		40,000 00
Current liabilities:		
Audited vouchers and accounts, . . . . .	\$4,172	85
Salaries and wages, . . . . .	72	25
Miscellaneous current liabilities: outstand- ing tickets, . . . . .	39	55
TOTAL CURRENT LIABILITIES, . . . . .		4,284 65
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$600	00
Taxes accrued and not yet due, . . . . .	72	21
TOTAL ACCRUED LIABILITIES, . . . . .		672 21
TOTAL, . . . . .		\$56,956 86
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$25,000	00
Capital stock authorized by votes of company, . . . . .	25,000	00
Capital stock issued and outstanding, . . . . .		\$12,000 00
Number of shares issued and outstanding, . . . . .	120	
Number of stockholders, . . . . .	18	
Number of stockholders in Massachusetts, . . . . .	18	
Amount of stock held in Massachusetts, . . . . .	\$12,000	00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes, . . . . .	Per Cent. 6	Dec. 30, 1900,	\$40,000 00	\$2,400 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	144,084
Number carried per mile of main railway track operated, .	33,024
Number of round trips run, . . . . .	5,571
Number of car miles run, . . . . .	47,560
Average number of persons employed, . . . . .	4

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	1
Open passenger cars equipped for electric power, . . . .	1
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	2
Number of cars equipped with fenders, . . . . .	2
Number of cars equipped with heaters (electric), . . . .	1
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILROAD OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	3.095	1.268	4.363
Length of sidings, switches, etc., . . . . .	.074	-	.074
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	3.169	1.268	4.437

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Beverly and Danvers.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Elliott Street, Beverly, . . . .	2	1
With Boston & Maine Railroad (Gloucester Branch), . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BEVERLY &amp; DANVERS STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, 333 Union Street, Lynn, Mass. Bentley W. Warren, *Vice-President*, 31 State Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass. Henry C. Page, *Superintendent*, 233 Essex Street, Salem, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Bentley W. Warren, Boston, Mass. Gilbert A. Tapley, Danvers, Mass. John S. Baker, Beverly, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
BENTLEY W. WARREN,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*  
HENRY C. PAGE,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, Nov. 6, 1899 Then personally appeared the above-named Elwin C. Foster and Charles Williams, directors, Charles Williams, treasurer, and Henry C. Page, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. M. STOCKER,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 7, 1899. Then personally appeared the above-named Bentley W. Warren, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRVIN McDOWELL GARFIELD,  
*Justice of the Peace.*



# REPORT

## OF THE

### BLUE HILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks (paid on account of contract), . . . . .	\$48,208 47
Engineering and other expenses incident to construction (account of contract), . . . . .	1,791 53
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$50,000 00</b>
Cash and current assets: cash, . . . . .	25,000 00
<b>TOTAL, . . . . .</b>	<b>\$75,000 00</b>
LIABILITIES.	Cr.
Capital stock (amount paid in, 50 per cent), . . . . .	\$75,000 00
<b>TOTAL, . . . . .</b>	<b>\$75,000 00</b>
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$150,000 00
Capital stock authorized by articles of association of company (50 per cent paid in), . . . . .	150,000 00
Amount paid in on 750 shares not yet issued, . . . . .	\$75,000 00
Number of stockholders, . . . . .	34
Number of stockholders in Massachusetts, . . . . .	33
Amount of stock held in Massachusetts, . . . . .	\$70,000 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BLUE HILL STREET RAILWAY COMPANY,  
4 POST OFFICE SQUARE, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. H. French, *President*, Canton, Mass. W. Cameron Forbes, *Vice-President*, 4 Post Office Square, Boston, Mass. Edmund J. B. Huntoon, *Treasurer*, 4 Post Office Square, Boston, Mass. William O. Chapman, *Clerk of Corporation*, 4 Post Office Square, Boston, Mass. Guy E. Tripp, *Auditor*, 4 Post Office Square, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. H. French, Canton, Mass. W. Cameron Forbes, Milton, Mass. Wm. O. Chapman, Canton, Mass. Chas. A. Stone, Newton, Mass. Edwin S. Webster, Newton, Mass. Wm. E. C. Swan, Stoughton, Mass. Edmund J. B. Huntoon, Canton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. FRENCH,  
WM. O. CHAPMAN,  
CHARLES A. STONE,  
W. CAMERON FORBES,  
EDMUND J. B. HUNTOON,

*Directors.*

E. J. B. HUNTOON,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1899. Then personally appeared the above-named Charles H. French, Wm. O. Chapman, Charles A. Stone, W. Cameron Forbes and Edmund J. B. Huntoon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. E. TRIPP,

*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to the Boston Elevated and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$7,260 00
Dividends declared (6 per cent), . . . . .	\$7,260 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS. Dr.	
Cost of railway, . . . . .	\$121,000 00
TOTAL, . . . . .	\$121,000 00
LIABILITIES. Cr.	
Capital stock, . . . . .	\$121,000 00
TOTAL, . . . . .	\$121,000 00
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$300,000 00
Capital stock authorized by votes of company, . . . . .	121,000 00
Capital stock issued and outstanding, . . . . .	\$121,000 00
Number of shares issued and outstanding, . . . . .	2,420
Number of stockholders, . . . . .	103
Number of stockholders in Massachusetts, . . . . .	77
Amount of stock held in Massachusetts, . . . . .	\$98,350 00
RAILWAY OWNED.	
Length of railway line, . . . . .	4.116 miles.
Length of sidings, switches, etc., . . . . .	.038 "
Total, computed as single track, . . . . .	4.154 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea, and Charlestown District Boston.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON &amp; CHELSEA RAILROAD COMPANY,

101 MILK STREET, ROOM 706, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. G. Wheildon, *President*, 75 State Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. G. Wheildon, Melrose, Mass. T. Quincy Browne, Boston, Mass. Chas. E. Fuller, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. FULLER,

W. G. WHEILDON,

*Directors.*

JOHN H. STUDLEY, JR.,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 21, 1899. Then personally appeared the above-named Wm. G. Wheildon, Charles E. Fuller and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. S. BAXTER,

*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$9,671,440 67
Operating expenses, . . . . .	6,827,150 30
NET EARNINGS FROM OPERATION, . . . . .	\$2,844,290 37
Miscellaneous income: interest from special deposits, . . . . .	84,695 58
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,928,985 95
Charges upon income accrued during the year:	
Interest on funded debt of the West End Street Railway Company, . . . . .	\$495,725 00
Taxes:	
West End Street Railway Company taxes, . . . . .	\$500,575 24
Boston Elevated Railway Company taxes, . . . . .	172,795 11
Compensation taxes, . . . . .	84,625 11
	757,995 46
Rentals of leased railways:	
7 per cent on West End Street Railway Company (common stock), . . . . .	\$635,950 00
8 per cent on West End Street Railway Company (preferred stock), . . . . .	512,000 00
6 per cent on Somerville Horse Railroad Company, . . . . .	9,180 00
	1,157,130 00
Other deductions from income: rental of sub-way, . . . . .	204,537 30
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,615,387 76
NET DIVISIBLE INCOME, . . . . .	\$313,598 19
Dividends declared: interest paid ( $5\frac{1}{2}$ per cent on \$5,000,000), . . . . .	262,500 00
Surplus for the year ending September 30, 1899, . . . . .	\$51,098 19
Amount of surplus September 30, 1898, . . . . .	214,077 16
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$265,175 35



## EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$9,449,928 89
Receipts from carriage of mails, . . . . .	20,046 15
Receipts from tolls for use of tracks by other companies, . . . . .	25,550 65
Receipts from rentals of buildings and other property, . . . . .	67,801 09
Receipts from advertising in cars, . . . . .	62,166 66
Receipts from interest on deposits, . . . . .	22,250 18
Other earnings from operation, . . . . .	23,697 05
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$9,671,440 67</b>

## EXPENSES OF OPERATION.

<b>General expenses :</b>	
Salaries of general officers and clerks, . . . . .	\$182,421 07
General office expenses and supplies, . . . . .	61,391 47
Legal expenses, . . . . .	97,831 28
Insurance, . . . . .	126,918 23
<b>Other general expenses :</b>	
Telephone expenses, \$27,286.35; fare registers, \$3,965 56; inspectors' services, \$21,770.89, . . . . .	53,022 80
Subscriptions and gratuities, \$4,805.43; depreciation, \$240,000; West End Street Railway Company, organization, \$7,500; miscellaneous, \$61,109.64, . . . . .	313,415 07
<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	822,057 87
Repair of electric line construction, . . . . .	147,302 99
Removal of snow and ice, . . . . .	283,087 04
Repair of buildings, . . . . .	56,750 18
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	381,347 21
Repair of electric equipment of cars, . . . . .	210,400 18
Renewal of horses, harnesses, shoeing, etc., . . . . .	10,773 71
<b>Transportation expenses :</b>	
Cost of electric motive power, \$480,426.95; less power sold, \$17,944.43; net, . . . . .	462,482 52
Provender for horses, . . . . .	14,893 60
Wages and compensation of persons employed in conducting transportation, . . . . .	2,973,522 95
Damages for injuries to persons and property, . . . . .	420,000 00
Tolls for trackage over other railways, . . . . .	3,392 04
Rentals of buildings and other property, . . . . .	41,929 21
<b>Other transportation expenses :</b>	
Cleaning and oiling tracks, \$22,304.66; fuel, lights, water, etc., \$46,111.47, . . . . .	68,416 13
Electric lamps, oil, etc., for cars, \$12,085.26; supplies and expenses of subway, \$24,337.66; miscellaneous supplies and expenses, \$59,371.83, . . . . .	95,794 75
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$6,827,150 30</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Foundations, structure, etc., . . . . .	\$424,985 38
Engineering and other expenses incident to construction, . . . . .	175,308 80
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$600,294 18</b>
<b>Additions to land and buildings: additional land necessary for operation of railway, . . . . .</b>	<b>717,011 05</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,317,305 23</b>

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	Dr.
Cost of railway:	
Engineering and other expenses incident to construction, . . . . .	\$261,340 70
Other items of railway cost, . . . . .	424,985 38
TOTAL COST OF RAILWAY OWNED, . . . . .	\$686,326 08
Cost of land and buildings: land necessary for operation of railway, . . . . .	738,610 45
TOTAL PERMANENT INVESTMENTS, . . . . .	\$1,424,936 53
Cash and current assets:	
Cash, . . . . .	\$3,599,159 62
Bills and accounts receivable, . . . . .	83,239 24
Other cash and current assets:	
Stocks and bonds, . . . . .	212,010 72
Bonds deposited with State Treasurer, . . . . .	500,000 00
TOTAL CASH AND CURRENT ASSETS, . . . . .	\$4,394,409 58
Miscellaneous assets:	
Materials and supplies, . . . . .	\$232,626 02
Other assets and property:	
Somerville Horse Railroad, . . . . .	102,851 11
West End Street Railway Company property account, \$2,101,080.43; bond account, \$127,500; current account, \$654,264.19, . . . . .	2,882,844 62
TOTAL MISCELLANEOUS ASSETS, . . . . .	3,218,321 75
TOTAL, . . . . .	\$9,037,667 86
LIABILITIES.	Cr.
Capital stock (paid in but not issued), . . . . .	\$5,000,000 00
Current liabilities:	
Audited vouchers and accounts, . . . . .	\$192,971 12
Salaries and wages, . . . . .	114,321 64
Dividends not called for, . . . . .	7,611 50
Matured interest coupons unpaid (including coupons due October 1), . . . . .	36,662 50
Rentals due and unpaid (including rentals due October 1), . . . . .	317,975 00
Miscellaneous current liabilities: outstanding tickets and checks, . . . . .	19,970 71
TOTAL CURRENT LIABILITIES, . . . . .	689,512 47
Accrued liabilities:	
Interest accrued and not yet due, . . . . .	\$128,041 67
Taxes accrued and not yet due, . . . . .	751,928 67
Rentals accrued and not yet due, . . . . .	131,825 00
Miscellaneous accrued liabilities:	
West End Street Railway Company lease account, . . . . .	1,227,207 98
West End Street Railway Company special bond account, . . . . .	73,754 11
TOTAL ACCRUED LIABILITIES, . . . . .	2,312,757 43

## Sinking and other special funds:

Damage fund, . . . . .	\$410,222 61	
Insurance fund, . . . . .	120,000 00	
Depreciation fund, . . . . .	240,000 00	
		<hr/>
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		\$770,222 61
Profit and Loss balance (surplus), . . . . .		265,175 35
		<hr/>
TOTAL, . . . . .		\$9,037,667 86

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$20,000,000 00	
Capital stock authorized by votes of company, . . . . .	10,000,000 00	
Amount paid in on 100,000 shares not yet issued, . . . . .		\$5,000,000 00
Number of receipts for shares issued and out- standing, . . . . .	100,000	
Number of stockholders, . . . . .	1,621	
Number of stockholders in Massachusetts, . . . . .	1,343	
Amount of stock held in Massachusetts, . . . . .	\$3,999,150 00	

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of damage fund, . . . . .		\$297,496 78
Additions during the year to damage fund, . . . . .	\$112,725 83	
Additions during the year to insurance fund, . . . . .	120,000 00	
Additions during the year to depreciation fund, . . . . .	240,000 00	
		<hr/>
		472,725 83
		<hr/>
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .		\$770,222 61

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	191,023,224
Number carried per mile of main railway track operated, . . . . .	653,140
Number of round trips run, . . . . .	3,162,405
Number of car miles run, . . . . .	34,594,224
Average number of persons employed, . . . . .	6,004

## DESCRIPTION OF EQUIPMENT.

(Leased from the West End Street Railway Company.)

Box passenger cars equipped for electric power, . . . . .	1,318	
Open passenger cars equipped for electric power, . . . . .	1,392	
Total, . . . . .	<hr/>	2,710
Box passenger cars equipped for horse power, . . . . .	189	
Open passenger cars equipped for horse power, . . . . .	59	
Total, . . . . .	<hr/>	248
		<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		2,958

Mail cars (electric), . . . . .	11
Construction, repair and other work cars, . . . . .	28
Number of all above cars with 6 wheels, . . . . .	22
Number of all above cars with 8 wheels, . . . . .	1,008
Number of cars equipped with fenders, . . . . .	2,735
Number of cars equipped with heaters (electric), . . . . .	1,329
Snow ploughs (electric, 166; horse, 78), . . . . .	244
Barges and omnibuses, . . . . .	11
Carts, snow sleds, caravans, jiggers and wagons, . . . . .	671
Other highway vehicles (1 ambulance, 42 carriages, 61 level- lers, 69 sleighs, 10 road machines, 4 scrapers and 11 sweepers), . . . . .	198
Electric motors, . . . . .	3,668
Horses, . . . . .	315
Harnesses (double, 240; single, 168), . . . . .	408
Other items of equipment: machinery, tools, furniture, etc.	

## RAILWAY LEASED, ETC.

RAILWAY LEASED, ETC.	Held under Lease or Contract.	Trackage over Other Railways.	Total Leased, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	164.498	1.056	165.554
Length of second main track, . . . . .	133.683	1.056	134.739
TOTAL LENGTH OF MAIN TRACK, . . . . .	298.181	2.112	300.293
Length of sidings, switches, etc., . . . . .	37.380	-	37.380
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	335.561	2.112	337.673

## RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Horse Power only.	By Elec- tric Power only.	Total Operated.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	1.372	160.184	161.556
Length of second track, . . . . .	1.369	129.544	130.913
TOTAL LENGTH OF MAIN TRACK, . . . . .	2.741	289.728	292.469
Length of sidings, switches, etc., . . . . .	3.214	34.105	37.319
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	5.955	323.833	329.788

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway, . . . . .	3.861 miles.
Length of subway track, . . . . .	5.473 "
Total length of main track, . . . . .	9.334 "

System of electric motive power in use by the company: overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (56 in number), viz.:		
With New York, New Haven & Hartford Railroad (Old Colony System), at Dorchester Avenue, . . . . .	3	2
With New York, New Haven & Hartford Railroad (Old Colony System, Shawmut Branch), at Dorchester Avenue, . . . . .	1	2
With Boston & Albany Railroad,* at Main Street, Cambridge, . . . . .	2	2
With Boston & Albany Railroad,* at Broadway, Cambridge, . . . . .	4	2
With Boston & Albany Railroad,* at Cambridge Street, Cambridge, . . . . .	2	2
With Boston & Albany Railroad,* at Massachusetts Avenue, Cambridge, . . . . .	3	2
With Boston & Albany Railroad,* at Saratoga Street, East Boston, . . . . .	2	1
With Boston & Maine Railroad,* at Saratoga Street, East Boston, . . . . .	2	1
With Boston & Maine Railroad,* at Sumner Street, East Boston, . . . . .	5	1
With Boston & Albany Railroad,* at Sumner Street, East Boston, . . . . .	2	1
With Boston & Albany Railroad,* at Broadway, Everett, . . . . .	1	2
With Boston & Maine Railroad, at Broadway, Everett, . . . . .	2	2
With Boston & Maine Railroad, at Main Street, Everett, . . . . .	2	1
With Boston & Albany Railroad,* at Main Street, Everett, . . . . .	1	1
With Boston & Albany Railroad,* † at Cambridge Street, Charlestown, . . . . .	1	2
With Boston & Maine Railroad,† at Cambridge Street, Charlestown, . . . . .	4	2
With Boston & Maine Railroad,* † at Cambridge Street, Charlestown, . . . . .	6	2
With Boston & Maine Railroad,* at Main Street, Charlestown, . . . . .	2	2
With Boston & Maine Railroad, at Main Street, Malden, . . . . .	2	2
With Boston & Maine Railroad, at Pleasant Street, Malden, . . . . .	2	1
With Boston & Maine Railroad, at Holland Street, Somerville, . . . . .	2	1
With Boston & Maine Railroad, at Massachusetts Avenue, Cambridge, . . . . .	2	2
With Boston & Maine Railroad, at Massachusetts Avenue, Arlington, . . . . .	2	1
With Fitchburg Railroad, at Newton Street, Somerville, . . . . .	2	1
With Fitchburg Railroad, at Webster Avenue, Somerville, . . . . .	2	1
With Fitchburg Railroad,* at Warren Avenue, Charlestown, . . . . .	2	2
With Fitchburg Railroad,* † at Somerville Avenue, Somerville, . . . . .	6	1
With Fitchburg Railroad, at Somerville Avenue, Somerville, . . . . .	2	1
With Boston & Albany Railroad,* at Somerville Avenue, Somerville, . . . . .	1	1
With Fitchburg Railroad, at Mt. Auburn Street, Watertown, . . . . .	2	1
With New England Railroad, at Dudley Street, . . . . .	2	2
With Union Freight Railroad,* Atlantic Avenue, at Summer Street, . . . . .	1	2
With Union Freight Railroad,* Atlantic Avenue, at High Street, . . . . .	2	2
With Union Freight Railroad,* Atlantic Avenue, at Broad Street, . . . . .	2	1
With Union Freight Railroad,* Atlantic Avenue, at Commercial Wharf, . . . . .	1	2
With Union Freight Railroad,* Atlantic Avenue, at Lewis Wharf, . . . . .	2	2
With Union Freight Railroad,* Atlantic Avenue, at Fleet Street, . . . . .	2	1
With Union Freight Railroad,* Commercial Street, at Eastern Avenue, . . . . .	1	1
With Union Freight Railroad,* Commercial Street, at Sargent's Wharf, . . . . .	1	1
With Union Freight Railroad,* Commercial Street, at Union Wharf, . . . . .	1	1
With Union Freight Railroad,* Commercial Street, at North Street, . . . . .	2	1
With Union Freight Railroad,* Commercial Street, at Battery Street, . . . . .	2	2
With Union Freight Railroad,* Commercial Street, at Constitution Wharf, . . . . .	1	1
With Union Freight Railroad,* Commercial Street, at Hanover Street, . . . . .	2	2
With Union Freight Railroad,* Commercial Street, at City Paving Yard, . . . . .	1	1
With Union Freight Railroad,* Commercial Street, at City Gas House, . . . . .	1	1
With Union Freight Railroad,* † Causeway Street, at Charlestown Street, . . . . .	1	5
With Union Freight Railroad,* Causeway Street, at Beverly Street, . . . . .	1	3
With Union Freight Railroad,* Beverly Street, at Causeway Street, . . . . .	1	5
With Union Freight Railroad,* Causeway Street, at Fitchburg Railroad Yard, . . . . .	1	2
With Union Freight Railroad,* Causeway Street, at Canal Street, . . . . .	1	2
With Union Freight Railroad,* Causeway Street, at Portland Street, . . . . .	1	2
With Union Freight Railroad,* Causeway Street, at Merrimac Street, . . . . .	1	2
With Union Freight Railroad,* Causeway Street, at Staniford Street, . . . . .	1	1
With Union Freight Railroad,* Lowell Street, at Causeway Street, . . . . .	1	1
With Union Freight Railroad,* Lowell Street, at Brighton Street, . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	106	92

\* Used for freight only.

† Not used by Boston Elevated Railway.

‡ Two of these are private tracks branching from Fitchburg Railroad.



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	277	2	765	2	1,042
Employees, . . . . .	-	5	1	13	1	13
Other persons, . . . . .	-	1	10	474	10	475
TOTALS, . . . . .	-	283	13	1,252	13	1,535

## STATEMENT OF EACH ACCIDENT.

1898.	1898.
Oct. 1. Team and car; driver of team injured.	Oct. 8. Woman fell getting off car.
1. Man fell getting off car.	8. Collision of cars; passenger injured.
1. Man fell getting off car.	9. Man fell getting off car.
1. Man on car struck by passing team.	9. Woman getting on car, injured by start.
1. Man on car struck by paving stone.	10. Man on bicycle struck by car.
1. Man fell in car.	10. Man fell getting off car.
1. Man fell trying to board car.	11. Man fell from car.
1. Woman jumped and fell from car.	11. Team and car; driver of team injured.
2. Man fell getting off car.	11. Team and car; woman in team injured.
2. Team and car; driver of team injured.	11. Man fell trying to board car.
2. Woman jumped and fell from car.	12. Man on car fell over trolley rope.
3. Collision of cars; passenger injured.	12. Woman fell getting off car.
3. Team and car; driver of team injured.	12. Team and car; man on car injured.
3. Man fell trying to board car.	12. Team and car; driver of team injured.
3. Man injured by trolley rope.	12. Team and car; driver of team injured.
3. Man jumped and fell from car.	13. Man on bicycle struck by car.
3. Man injured by trolley rope.	13. Man fell getting off car.
4. Woman injured in car.	13. Woman dragged by car.
4. Team and car; driver of team injured.	14. Man fell against fender of car.
5. Woman fell over fender of car.	14. Man fell getting off car.
5. Man fell trying to board car.	15. Man jumped and fell from car.
6. Woman fell trying to board car.	15. Carriage and car; driver of carriage injured.
6. Man fell getting off car.	15. Man thrown into hole on account of car striking staging.
6. Collision of cars; woman passenger injured.	15. Team and car; driver of team injured.
6. Man injured by trolley rope.	16. Man fell trying to board car.
6. Man received an electric shock on car.	17. Woman fell in car.
6. Man fell over fender of car.	17. Woman struck by car.
6. Team and car; woman in car injured.	17. Woman injured getting on car.
7. Boy struck by car (death).	17. Carriage and car; occupant of carriage injured.
7. Collision of cars; passenger injured.	18. Team and car; driver of team injured.
7. Man fell getting off car.	18. Man fell trying to board car.
8. Carriage and car; woman in carriage injured.	18. Man fell from car.
8. Man fell from car.	19. Woman fell trying to board car.
8. Wire fell on car; woman passenger in car injured.	19. Man claims injury getting on car.

## STATEMENT OF EACH ACCIDENT — Continued.

**1898.**

- Oct. 19. Man struck by car.  
 19. Collision of cars; passenger injured.  
 19. Woman fell getting off car.  
 19. Man injured by door of car.  
 19. Man struck by car.  
 19. Team and car; driver of team injured.  
 20. Woman injured by sudden starting of car.  
 20. Team and car; driver of team injured.  
 20. Woman fell trying to board car.  
 20. Man fell trying to board car.  
 21. Man injured getting on car.  
 21. Man had hand injured by door of car.  
 21. Man fell trying to board car.  
 21. Team and car; driver of team injured.  
 21. Man fell off car.  
 21. Man struck by car.  
 21. Man on car struck by a plank.  
 21. Man fell off car.  
 21. Team and car; man on team injured.  
 21. Man dragged trying to board car.  
 23. Woman fell getting off car.  
 23. Team and car; woman in car injured.  
 24. Collision of cars; woman injured.  
 24. Man fell getting off car.  
 24. Team and car; driver of team injured.  
 24. Man struck by car.  
 24. Woman fell in car.  
 24. Woman struck by car.  
 24. Man fell getting off car.  
 24. Man fell getting off car.  
 24. Team and car; woman in car injured.  
 25. Woman fell in car.  
 25. Conductor fell getting off car (employee).  
 26. Collision of cars; woman passenger injured.  
 26. Team and car; driver of team injured.  
 26. Collision of cars; woman passenger in car injured.  
 26. Woman slipped getting on car.  
 26. Man fell from car.  
 27. Man fell trying to board car.  
 27. Man struck by car.  
 27. Woman fell trying to board car.  
 27. Man fell trying to board car.  
 27. Woman claims injury getting on car.  
 27. Team and car; passenger in car injured.  
 28. Man injured by fender of car.  
 28. Man struck by car.  
 28. Woman injured by controller on car.  
 29. Man fell trying to board car.

**1898.**

- Oct. 29. Man struck by car.  
 29. Woman injured getting on car.  
 29. Team and car; driver of team injured.  
 30. Woman fell getting off car.  
 30. Man fell trying to board car.  
 30. Buggy and car; driver of buggy injured.  
 30. Woman fell from fender of car.  
 30. Man struck by car.  
 30. Man fell getting off car.  
 31. Woman fell getting off car.  
 31. Team and car; driver of team injured.  
 31. Woman fell in car.  
 Nov. 1. Woman fell getting off car.  
 1. Woman fell in car.  
 1. Team and car; driver of team injured.  
 1. Woman had hand injured by door of car.  
 1. Man run over by car.  
 1. Woman fell getting off car.  
 2. Car struck post; passenger in car injured.  
 2. Team and car; driver of team injured.  
 2. Man fell trying to board car.  
 2. Man struck by car.  
 2. Man had hand injured on car.  
 2. Woman struck by car.  
 2. Carriage and car; driver of carriage injured.  
 2. Carriage and car; driver of carriage injured.  
 2. Team and car; driver of team and passenger in car injured.  
 2. Man fell getting off car.  
 3. Man fell trying to board car.  
 3. Man struck by fender of car.  
 3. Man struck by car.  
 3. Man fell in car.  
 3. Team and car; driver of team injured.  
 4. Man fell trying to board car.  
 4. Man struck by car.  
 5. Man fell trying to board car.  
 5. Team and car; driver of team injured.  
 5. Woman fell trying to get off car.  
 5. Collision of cars; woman passenger in car injured.  
 5. Man jumped and fell from car.  
 5. Man jumped and fell from car.  
 5. Team and car; driver of team injured.  
 5. Man fell trying to board car.  
 5. Man injured by fuse on car.

## STATEMENT OF EACH ACCIDENT — Continued.

**1898.**

- Nov. 5. Man fell off car.  
 5. Woman fell getting off car.  
 6. Man injured by gate on car.  
 6. Woman fell getting on car.  
 7. Man fell trying to board car.  
 7. Man struck by fender of car.  
 7. Man fell getting off car.  
 7. Woman fell getting off car.  
 7. Man jumped and fell from car.  
 7. Team and car; driver of team injured.  
 8. Man fell trying to board car.  
 8. Man jumped and fell from car.  
 9. Man fell getting off car.  
 9. Man jumped and fell from car.  
 9. Woman injured getting on moving car.  
 9. Woman fell getting off car.  
 9. Man dragged by car.  
 9. Woman injured by fuse blowing out.  
 9. Woman fell getting off car.  
 9. Man on car struck by falling board.  
 9. Team and car; driver of team injured.  
 9. Carriage and car; woman in carriage injured.  
 10. Man jumped and fell from car.  
 10. Man fell trying to board car.  
 10. Team and car; driver of team injured.  
 10. Woman claims injury by sudden start of car.  
 11. Man jumped and fell from car.  
 11. Woman fell in car.  
 11. Man injured by being struck by car.  
 11. Team and car; driver of team injured.  
 12. Man jumped and fell from car.  
 12. Team and car; driver of team injured.  
 12. Man fell trying to board car.  
 12. Woman fell by sudden starting of car.  
 12. Collision of cars; passenger injured.  
 12. Woman fell getting on car.  
 12. Collision of cars; passenger injured.  
 13. Man jumped and fell from car.  
 14. Man fell getting off car.  
 14. City team and car; driver of team injured.  
 14. Woman struck by car.  
 14. Woman fell in car.  
 14. Man claims injury on car.  
 15. Man jumped and fell from car.  
 15. Woman fell trying to board car.  
 15. Woman injured getting on car.  
 15. Team and car; passenger in car injured.

**1898.**

- Nov. 16. Man fell trying to board car.  
 16. Man injured getting on car.  
 16. Man received a shock on car.  
 16. Man fell trying to board car.  
 16. Man injured by trolley breaking.  
 17. Team and car; driver of team injured.  
 17. Man fell trying to board car.  
 17. Man fell getting off car.  
 17. Collision of cars; passenger injured.  
 18. Motorman hurt by brake handle (employee).  
 18. Collision of cars; passenger injured.  
 18. Car derailed; passenger injured.  
 19. Collision of cars; passenger injured.  
 19. Woman injured trying to board car.  
 19. Man fell in car.  
 19. Man struck by fender of car.  
 19. Man fell trying to board car.  
 19. Controller blew out; passenger injured.  
 21. Woman fell trying to board car.  
 21. Woman struck by car.  
 21. Man fell in car.  
 21. Man injured by running against car.  
 21. Woman fell in car.  
 21. Man had fingers caught in door of car.  
 21. Team and car; passenger in car injured.  
 22. Team and car; driver of team injured.  
 22. Collision of cars; passenger injured.  
 22. Man struck by car.  
 22. Overhead switch came off; man injured.  
 23. Team and car; driver of team injured.  
 23. Collision of cars; passenger injured.  
 23. Man injured on car.  
 24. Woman fell leaving car.  
 24. Woman injured by trolley rope.  
 24. Collision of cars; passenger injured.  
 24. Woman jumped and fell from car.  
 25. Team and car; driver of team injured.  
 26. Man fell off car.  
 26. Man fell off car.  
 26. Woman fell getting off car.  
 26. Man had hand hurt by gate on car.  
 26. Man claims injury on car.  
 26. Collision of cars; passenger injured.  
 26. Man fell getting off car.  
 27. Man on car struck by sign.  
 28. Woman fell in car.  
 28. Man fell trying to board car.  
 28. Team and car; driver of team injured.

## STATEMENT OF EACH ACCIDENT—Continued.

1898.	1898.
<p>Nov. 28. Woman struck by car.</p> <p>29. Woman fell getting off car.</p> <p>29. Man struck by car.</p> <p>29. Woman fell getting off car.</p> <p>29. Boy fell getting off car.</p> <p>30. Motorman injured by snow plough and car (employee).</p> <p>30. Woman fell getting off car.</p> <p>30. Team and car; driver of team injured.</p> <p>Dec. 1. Woman fell trying to board car.</p> <p>1. Man injured on car.</p> <p>1. Little girl had hand injured by door of car.</p> <p>1. Fuse blew out; passenger injured.</p> <p>1. Derailed car; woman passenger injured.</p> <p>2. Woman had hand injured by door of car.</p> <p>2. Woman on car injured by passing team.</p> <p>2. Woman fell in car.</p> <p>3. Team and car; driver of team injured.</p> <p>3. Conductor caught between cars and injured (employee).</p> <p>3. Woman struck by brake handle on car.</p> <p>3. Woman hurt getting on car.</p> <p>3. Woman injured by sudden starting of car.</p> <p>4. Woman fell trying to board car.</p> <p>5. Collision of cars; passenger injured.</p> <p>5. Team and car; passenger injured.</p> <p>5. Man fell getting off car.</p> <p>6. Carriage and car; passenger in carriage injured.</p> <p>6. Collision of cars; passenger injured.</p> <p>6. Woman had hand injured by door of car.</p> <p>6. Team and car; driver of team injured.</p> <p>6. Woman fell trying to board car.</p> <p>7. Woman ran against car.</p> <p>7. Man fell getting off car.</p> <p>7. Man fell trying to board car.</p> <p>7. Team and car; driver of team injured.</p> <p>7. Man struck by car.</p> <p>7. Woman claims injury trying to board car.</p> <p>8. Team and car; driver of team injured (death).</p> <p>8. Man struck by car.</p> <p>8. Team and car; driver of team injured.</p> <p>8. Man fell getting off car.</p> <p>8. Man fell trying to board car.</p>	<p>Dec. 8. Man had finger injured by door of car.</p> <p>9. Man fell trying to board car.</p> <p>9. Team and car; driver of team injured.</p> <p>10. Collision of cars; passenger injured.</p> <p>10. Woman fell trying to get off car.</p> <p>10. Conductor injured by door of car (employee).</p> <p>10. Team and car; driver of team injured.</p> <p>10. Man injured by car.</p> <p>10. Woman injured trying to board car.</p> <p>11. Woman injured trying to board car.</p> <p>11. Carriage and car; driver of carriage injured.</p> <p>12. Collision of cars; passengers injured.</p> <p>12. Team and car; driver of team injured.</p> <p>12. Man slipped getting off car.</p> <p>12. Collision of cars; passenger injured.</p> <p>14. Man fell trying to board car.</p> <p>14. Man fell getting off car.</p> <p>14. Collision of cars; passenger injured.</p> <p>14. Man jumped and fell from car.</p> <p>15. Collision of cars; passenger injured.</p> <p>15. Man fell in car.</p> <p>15. Team and car; driver of team injured.</p> <p>15. Woman fell from car.</p> <p>15. Collision of cars; passenger injured.</p> <p>15. Collision of car and sled; boy knocked off sled.</p> <p>16. Collision of cars; passenger injured.</p> <p>16. Woman fell getting off car.</p> <p>16. Man fell in car.</p> <p>16. Woman struck by car.</p> <p>16. Man fell in car.</p> <p>16. Team and car; driver of team injured.</p> <p>16. Woman claims injury getting on car.</p> <p>17. Team and car; driver of team injured.</p> <p>17. Man fell in car.</p> <p>17. Man fell trying to board car.</p> <p>18. Carriage and car; occupant in carriage injured.</p> <p>18. Fuse blew out; passenger injured.</p> <p>18. Team and car; driver of team injured.</p> <p>18. Man struck by car.</p> <p>18. Man fell getting off car.</p> <p>18. Woman fell getting off car.</p> <p>18. Woman struck by car.</p> <p>19. Woman injured by sudden starting of car.</p> <p>19. Woman jumped and fell from car.</p>

## STATEMENT OF EACH ACCIDENT — Continued.

1898.	1899.
<p>Dec. 19. Team and car; driver of team injured.</p> <p>19. Woman fell getting into car.</p> <p>19. Motorman fell from car (employee) (death).</p> <p>20. Woman fell getting off car.</p> <p>20. Man fell getting off car.</p> <p>21. Woman fell on platform of car.</p> <p>21. Man injured by sudden starting of car.</p> <p>22. Woman fell trying to board car.</p> <p>23. Carriage and car; driver of carriage injured.</p> <p>23. Man fell trying to board car.</p> <p>23. Woman fell trying to board moving car.</p> <p>23. Team and car; driver of team injured.</p> <p>24. Team and car; driver of team injured.</p> <p>24. Collision of cars; passenger injured.</p> <p>24. Man dragged trying to board moving car.</p> <p>24. Woman fell trying to board car.</p> <p>24. Man struck by car.</p> <p>24. Woman had hand injured by door of car.</p> <p>24. Man fell getting off car.</p> <p>25. Man fell getting off car.</p> <p>25. Car missed switch; woman passenger injured.</p> <p>26. Woman fell getting off car.</p> <p>26. Man fell in car.</p> <p>27. Overhead switch burned out; passenger injured.</p> <p>27. Team and car; driver of team injured.</p> <p>27. Woman had hand injured by door of car.</p> <p>27. Man fell getting off car.</p> <p>27. Man injured by sudden starting of car.</p> <p>27. Man fell trying to board car.</p> <p>28. Man had hand injured by door of car.</p> <p>28. Man fell in car.</p> <p>28. Team and car; driver of team injured.</p> <p>28. Woman had thumb injured by door of car.</p> <p>28. Man jumped and fell from car.</p> <p>28. Derailed car; passenger injured.</p> <p>29. Woman fell trying to board moving car.</p> <p>30. Man ran against car.</p> <p>30. Woman fell getting off car.</p> <p>30. Team and car; driver of team injured.</p> <p>31. Collision of cars; passenger injured.</p>	<p>Jan. 1. Woman fell in car.</p> <p>2. Woman fell in car.</p> <p>2. Man fell trying to board car.</p> <p>3. Team and car; driver of team injured.</p> <p>3. Man fell getting off car.</p> <p>3. Man fell in car.</p> <p>4. Collision of cars; woman injured.</p> <p>4. Woman injured by sudden starting of car.</p> <p>5. Team and car; driver of team injured.</p> <p>5. Woman struck by car.</p> <p>5. Man jumped and fell from car.</p> <p>5. Team and car; passenger in car injured.</p> <p>6. Team and car; driver of team injured.</p> <p>6. Man fell getting off car.</p> <p>7. Man struck by car.</p> <p>7. Woman fell getting off car.</p> <p>7. Woman struck by fender of car.</p> <p>7. Woman fell trying to board car.</p> <p>8. Woman injured getting off car.</p> <p>9. Team and car; driver of team injured.</p> <p>9. Man fell trying to board car.</p> <p>9. Woman fell getting off car.</p> <p>9. Man fell getting off car.</p> <p>10. Light broken on car; passenger injured.</p> <p>11. Boy fell from car.</p> <p>11. Woman fell in car.</p> <p>11. Fuse blew out; woman in car injured.</p> <p>11. Man fell getting off car.</p> <p>11. Woman fell getting off car.</p> <p>11. Boy struck by car.</p> <p>12. Woman fell getting off car.</p> <p>12. Woman fell in car.</p> <p>12. Man fell getting off car.</p> <p>13. Team and car; driver of team injured.</p> <p>13. Woman fell getting off car.</p> <p>13. Man fell getting on car.</p> <p>13. Carriage and car; occupant in carriage injured.</p> <p>13. Woman slipped on step of car in getting on.</p> <p>14. Man struck by car.</p> <p>14. Man fell getting off car.</p> <p>14. Man fell trying to board car.</p> <p>14. Team and car; driver of team injured.</p> <p>14. Woman fell in car.</p> <p>15. Man fell getting off car.</p> <p>15. Woman fell from car.</p> <p>15. Man fell trying to board car.</p>



## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

- Jan. 16. Man had foot injured by armature falling.
16. Team and car; driver of team injured.
16. Woman injured getting on car.
16. Collision of cars; passenger injured.
17. Man injured by brake on car.
17. Team and car; driver of team injured.
17. Woman fell getting on car.
17. Man fell in car.
18. Wagon and car; driver of wagon injured.
18. Man struck by car.
18. Man fell getting off car.
18. Man fell trying to board car.
18. Man received shock on car.
19. Team and car; driver of team injured.
19. Woman fell from car.
19. Man fell getting off car.
19. Team and car; driver of team injured.
20. Man jumped and fell from car.
20. Woman fell getting off car.
20. Man jumped and fell from car.
20. Man struck by car.
21. Team and car; driver of team injured.
21. Man fell getting off car.
21. Team and car; driver of team injured.
21. Man fell trying to board car.
21. Trolley came off; passenger injured.
22. Man on horseback struck by car.
22. Carriage and car; occupant of carriage injured.
22. Woman jumped and fell from car.
23. Team and car; driver of team injured.
23. Girl struck by car.
24. Man jumped and fell from car.
24. Man struck by fender of car.
24. Team and car; driver of team injured.
24. Collision of cars; passenger injured.
25. Man fell getting off car.
26. Team and car; driver of team injured.
26. Woman fell in car.
26. Man injured by globe falling.
26. Collision of cars; passenger injured.
27. Collision of cars; passenger injured.
27. Man struck by car.
27. Man injured getting on car.
27. Man fell getting off car.
27. Team and car; driver of team injured.

**1899.**

- Jan. 27. Woman fell getting off car.
28. Woman fell getting off car.
28. Man fell in car.
28. Man fell from car.
28. Man fell trying to board car.
28. Man claims injury by door of car.
28. Carriage and car; occupant in carriage injured.
28. Woman fell getting off car.
28. Car disabled; passenger injured.
28. Man fell over dasher of car.
28. Man fell getting off car.
28. Woman jumped and fell from car.
28. Woman fell getting off car.
30. Man fell getting off car.
30. Carriage and car; occupant of carriage injured.
30. Man fell getting off car (death).
30. Team and car; driver of team injured.
31. Carriage and car; driver of carriage injured.
31. Woman struck by car.
31. Woman fell getting off car.
31. Man had hand injured by door of car.
31. Man struck by fender of car.
31. Team and car; driver of team injured.
31. Man fell getting off car.
- Feb. 1. Team and car; driver of team injured.
1. Man dragged by car.
1. Man jumped and fell from car.
2. Team and car; driver of team injured.
2. Man fell trying to board car.
2. Man fell getting off car.
2. Woman fell getting off car.
3. Team and car; driver of team injured.
3. Team and car; woman in car injured.
3. Woman fell in car.
4. Collision of cars; passenger injured.
4. Woman fell getting off car.
4. Man struck by fender of car.
4. Team and car; driver of team injured.
5. Sleigh and car; woman in sleigh injured.
5. Man fell getting off car.
7. Carriage and car; driver of carriage injured.
7. Man ran against car.
8. Man struck by brake handle.
8. Collision of cars; woman passenger injured.

## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

- Feb. 8. Car disabled; passenger injured.  
 9. Woman jumped and fell from car.  
 9. Woman fell in car.  
 9. Man struck by car.  
 10. Man jumped and fell from car.  
 10. Collision of cars; passenger injured.  
 11. Team and car; driver of team injured.  
 11. Man on horseback struck by car.  
 12. Man fell getting on car.  
 12. Man struck by car.  
 12. Collision of cars; passenger injured.  
 12. Car disabled; passenger injured.  
 13. Carriage and car; person in carriage injured.  
 13. Woman injured by door of car.  
 14. Team and car; driver of team injured.  
 14. Man struck by rear end of car.  
 15. Derailed car; passenger injured.  
 15. Woman fell getting off car.  
 15. Team and car; driver of team injured.  
 16. Woman fell getting off car.  
 16. Man fell trying to board car.  
 16. Man fell getting off car.  
 17. Carriage and car; occupant in carriage injured.  
 17. Man fell getting off car.  
 17. Team and car; driver of team injured.  
 18. Team and car; woman in car injured.  
 18. Man fell getting off car.  
 18. Woman fell getting off car.  
 18. Collision of team and car; driver of team injured.  
 18. Man injured on car.  
 18. Car disabled; passenger injured.  
 19. Team and car; driver of team injured.  
 19. Woman fell on fender of car.  
 20. Team and car; driver of team injured.  
 21. Team and car; driver of team injured.  
 21. Man fell trying to board car.  
 21. Woman dragged trying to board car.  
 21. Man had hand injured by door of car.  
 22. Man run over by car.  
 22. Man struck by car.  
 23. City team and car; driver of team injured.  
 24. Woman fell getting off car.  
 24. Collision of cars; woman injured.  
 24. Team and car; driver of team injured.

**1899.**

- Feb. 25. Woman fell getting off car.  
 25. Woman fell trying to board car.  
 27. Woman struck by car.  
 27. Woman injured getting off car.  
 28. Overhead switch blew out; passenger injured.  
 28. Team and car; driver of team injured.  
 Mar. 1. Carriage and car; driver of carriage injured.  
 1. Woman ran along with car; injured.  
 1. Woman fell leaving car.  
 1. Team and car; driver of team injured.  
 1. Man dragged by car.  
 1. Man fell getting off car.  
 1. Collision of cars; passenger injured.  
 2. Team and car; driver of team injured.  
 2. Man claims injury getting on car.  
 3. Collision of cars; woman injured.  
 4. Man struck by car.  
 4. Woman struck by falling trolley.  
 4. Carriage and car; driver of carriage injured.  
 5. Team and car; driver of team injured.  
 5. Woman fell trying to board car.  
 6. Team and car; driver of team injured (death).  
 6. Man fell getting off car.  
 6. Man jumped off car and fell.  
 6. Woman jumped off car and fell.  
 8. Man fell trying to board car.  
 8. Team and car; driver of team injured.  
 8. Man fell getting off car.  
 8. Carriage and car; driver of carriage injured.  
 8. Man jumped and fell from car.  
 9. Man fell off car.  
 9. Collision of cars; passenger injured.  
 9. Man struck by car.  
 9. Man had finger injured on car.  
 9. Team and car; driver of team injured.  
 10. Team and car; driver of team injured.  
 10. Man fell boarding moving car.  
 10. Boy struck by car.  
 11. Woman fell getting off car.  
 11. Boy caught between car and fence.  
 11. Team and car; driver of team injured.  
 11. Fuse blew out; passenger injured.  
 11. Woman struck by fender of car.  
 12. Collision of cars; woman passenger injured.

## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

- Mar. 12. Woman jumped and fell from car.  
 12. Man jumped and fell from car.  
 12. Woman and child struck by car.  
 13. Man fell trying to board car.  
 13. Man fell getting off car.  
 13. Man struck by car.  
 13. Woman fell getting off car.  
 14. Woman fell getting off car.  
 14. Team and car; driver of team injured.  
 14. Man jumped and fell from car.  
 15. Man thrown from team by car striking team.  
 15. Man injured on car.  
 15. Man fell trying to board car.  
 15. Collision of cars; passenger injured.  
 15. Woman injured by gate of car.  
 16. Man dragged by car.  
 16. Woman fell getting off car.  
 16. Team and car; woman in car injured.  
 16. Man fell getting off car.  
 17. Man fell getting off car (death).  
 17. Woman fell getting off car.  
 17. Man dragged getting on car.  
 18. Woman fell getting off car.  
 18. Woman fell in car.  
 19. Woman fell in car.  
 20. Woman fell trying to board car.  
 20. Team and car; driver of team injured.  
 22. Collision of cars; passenger injured.  
 22. Woman fell in car.  
 22. Team and car; driver of team injured.  
 23. Woman fell in car.  
 23. Woman fell getting off car.  
 24. Woman struck by car.  
 24. Carriage and car; man in carriage injured.  
 24. Team and car; driver of team injured.  
 24. Man struck by car.  
 25. Woman on car struck by falling lamp.  
 25. Man jumped and fell from car.  
 25. Woman fell getting off car.  
 27. Team and car; driver of team injured.  
 28. Team and car; driver of team injured.  
 28. Man struck by car.  
 28. Man fell trying to board car.  
 28. Man jumped and fell from car.  
 28. Team and car; driver of team injured.  
 29. Man fell getting off car.  
 29. Derailed car; man injured.

**1899.**

- Mar. 29. Man jumped and fell from car.  
 29. Team and car; driver of team injured.  
 29. Man claims injury on car.  
 31. Little boy run over by car (death).  
 31. Team and car; driver of team injured.  
 Apr. 1. Woman fell getting off car.  
 1. Man fell getting off car.  
 1. Collision of cars; passenger injured  
 1. Woman fell boarding moving car.  
 1. Man struck by fender of car.  
 1. Team and car; driver of team injured.  
 2. Man jumped and fell from car.  
 2. Man on bicycle and car.  
 2. Man fell getting off car.  
 2. Car and carriage; boy in carriage injured.  
 3. Man struck by car.  
 3. Man jumped and fell from car.  
 4. Woman struck by car.  
 4. Conductor fell off car (employee).  
 4. Man fell off car.  
 5. Man struck by car.  
 5. Woman fell getting off car.  
 5. Woman injured in car.  
 6. Man jumped off one car; struck by another car.  
 6. Woman, getting on car, with child in arms, was struck by car.  
 6. Man fell leaving car.  
 6. Man slipped on step of car.  
 6. Woman fell getting off car.  
 7. Carriage and car; driver of carriage injured.  
 7. Man fell getting off car.  
 7. Man struck by car.  
 7. Woman injured by falling gear casing.  
 8. Man walked against car.  
 8. Man struck by car.  
 8. Team and car; driver of team injured.  
 9. Boy struck by car.  
 9. Bicycle and car; man on bicycle struck by car.  
 10. Woman claims injury on car.  
 10. Little girl struck by car.  
 10. Team and car; driver of team injured.  
 10. Man injured on car.  
 10. Bicycle and car; man on bicycle injured.  
 10. Car derailed; woman passenger injured.  
 11. Man had hand injured by trolley rope.

## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

- Apr. 11. Man dragged trying to board car.  
 11. Team and car; man injured.  
 11. Team and car; man injured.  
 11. Woman fell getting off car.  
 12. Man fell trying to board car.  
 12. Team and car; driver of team injured.  
 12. Two men fell trying to board car.  
 12. Trolley injured man's hand.  
 12. Woman fell getting off car.  
 12. Lamp burst on car; woman injured.  
 12. Woman slipped getting off car.  
 12. Man fell getting off car.  
 13. Man had hand crushed between rails.  
 13. Woman fell trying to board moving car.  
 13. Man injured boarding moving car.  
 13. Man fell trying to board car.  
 13. Buggy and car; man in buggy injured.  
 13. Woman struck by fender of car.  
 13. Woman fell getting off car.  
 14. Woman struck by fender of car.  
 14. Woman had thumb injured by door of car.  
 14. Man had hands injured by trolley rope.  
 14. Man fell getting off car.  
 14. Team and car; driver of team injured.  
 14. Team and car; driver of team injured.  
 14. Man fell getting off car.  
 14. Woman struck by car.  
 15. Man struck by trolley rope.  
 15. Carriage and car; driver of carriage injured.  
 15. Man fell trying to board car.  
 15. Bicycle and car; man on bicycle injured.  
 16. Woman fell in car.  
 16. Man jumped and fell from car.  
 16. Man jumped and fell from car.  
 16. Woman fell getting off car.  
 16. Team and car; driver of team injured.  
 17. Man fell trying to board car.  
 17. Man getting on car struck by team.  
 17. Woman fell getting off car.  
 17. Team and car; driver of team injured.  
 18. Man struck by car (death).  
 18. Man had hand injured by trolley rope.  
 18. Woman struck by car.  
 18. Man jumped and fell from car.  
 18. Man fell getting off car.  
 18. Man jumped and fell from car.

**1899.**

- Apr. 19. Man fell getting off car.  
 19. Team and car; driver of team injured.  
 19. Man fell trying to board car.  
 19. Employee injured by trolley rope.  
 20. Man fell getting off car.  
 20. Globe on car exploded; woman injured.  
 20. Woman struck by fender of car.  
 20. Collision of buggy and car; woman injured.  
 20. Team and car; driver of team injured.  
 20. Man struck by car.  
 21. Car derailed; passenger injured.  
 21. Man fell getting off car.  
 21. Man injured by car.  
 22. Man fell getting on car.  
 23. Woman fell getting off car.  
 23. Woman fell getting off car.  
 23. Team and car; passenger injured.  
 23. Collision of cars; man injured.  
 23. Team and car; woman on car struck by team.  
 24. Man fell into hole while trying to board car.  
 24. Man injured on car.  
 24. Woman struck by fender of car.  
 26. Man struck by car.  
 26. Man had foot injured by wheel of car.  
 26. Man carrying plank struck by car.  
 26. Man fell on fender of car.  
 26. Woman fell getting off car.  
 26. Man fell getting off car.  
 26. Man struck by car.  
 27. Woman fell getting off car.  
 27. Man fell from car.  
 28. Man fell off car.  
 28. Man fell trying to board car.  
 29. Man fell getting off car.  
 29. Woman on car struck by team.  
 29. Man injured by trolley.  
 29. Woman fell getting off car.  
 29. Man fell getting off car.  
 29. Team and car; driver of team injured.  
 29. Woman injured by back of seat on car.  
 29. Woman injured on car.  
 29. Man injured on car.  
 29. Boy fell off car.  
 29. Bicycle and car; man on bicycle injured.  
 29. Carriage and car; driver of carriage injured.  
 30. Man jumped and fell from car.  
 30. Woman fell getting off car.

## STATEMENT OF EACH ACCIDENT — Continued.

1899.		1899.	
Apr. 30.	Man injured by trolley coming off.	May 12.	Man claims injury by sudden start of car.
	30. Woman struck by fender of car.		12. Woman struck by car.
	30. Carriage and car; driver of carriage injured.		12. Collision of cars; woman injured.
May 1.	Team and car; driver of team injured.		12. Team and car; driver of team injured.
	1. Man struck by car.		13. Man fell getting off car.
	1. Man fell getting off car.		13. Carriage and car; woman in carriage injured.
	1. Bicycle and car; man on bicycle injured.		14. Woman fell getting off car.
	1. Woman fell trying to board car.		14. Woman fell trying to board car.
	1. Woman fell getting off car.		14. Man fell getting off car.
	1. Man injured getting on moving car.		15. Man fell getting off car.
	2. Man fell trying to board car.		16. Man fell getting off car.
	2. Man struck by fender of car.		16. Team and car; driver of team injured.
	2. Man fell getting off car.		16. Woman struck by fender of car.
	2. Man fell through door of car.		16. Man received shock on car.
	2. Woman injured getting on car.		16. Fuse blew out; woman injured.
	3. Man fell off car.		16. Man struck by car.
	3. Man fell trying to board car.		17. Team and car; driver of team injured.
	3. Bicycle and car; man on bicycle injured.		17. Woman injured by start of car.
	3. Man struck by car.		19. Woman fell trying to board car.
	4. Man fell off car.		19. Team and car; driver of team injured.
	4. Team and car; driver of team injured.		20. Team and car; driver of team injured.
	4. Employee thrown off car.		20. Man fell getting off car.
	4. Man fell getting off car.		20. Woman injured by broken glass on car.
	4. Man claims injury getting on car.		21. Man fell getting off car.
	4. Girl fell getting off car.		22. Woman fell getting off car.
	5. Woman fell within car.		22. Man dragged by car.
	6. Woman fell getting off car.		22. Bicycle and car; man on bicycle injured.
	6. Overhead switch blew out; woman injured.		22. Man jumped and fell from car.
	6. Man struck by car (death).		22. Woman fell trying to board car.
	6. Man fell getting off car.		22. Man struck by car.
	6. Woman struck by brake handle.		23. Woman fell getting off car.
	7. Woman fell on fender of car.		23. Bicycle and car; man on bicycle injured.
	7. Man struck by car.		23. Man struck by fender of car.
	7. Woman struck by sign on car.		24. Woman fell getting off car.
	8. Woman struck by falling wire.		24. Man injured by trolley rope.
	9. Woman struck by car.		24. Man fell trying to board car.
	9. Man fell off car.		24. Man fell getting off car.
	9. Team and car; driver of team injured.		24. Team and car; driver of team injured.
	10. Team and car; driver of team injured.		25. Team and car; driver of team injured.
	10. Woman fell getting off car.		25. Man struck by car.
	10. Little child struck by car.		25. Man fell getting off car.
	10. Woman injured by falling register.		25. Woman fell getting off car.
	11. Man fell against door of car.		
	11. Man fell getting off car.		
	11. Woman fell getting off car.		
	11. Woman had hand injured by door of car.		
	12. Woman fell getting off car.		



## STATEMENT OF EACH ACCIDENT—Continued.

1899.	1899.
<p>May 25. Man fell trying to board car.</p> <p>25. Man struck by fender of car.</p> <p>25. Man struck by trolley rope.</p> <p>26. Man fell trying to board car.</p> <p>26. Woman fell getting off car.</p> <p>26. Team and car; driver of team injured.</p> <p>26. Carriage and car; driver of carriage injured.</p> <p>26. Man fell trying to board car.</p> <p>26. Woman jumped and fell from car.</p> <p>27. Woman struck by car (death).</p> <p>27. Woman fell getting off car.</p> <p>27. Man fell getting off car.</p> <p>28. Woman fell getting off car.</p> <p>28. Man injured by trolley rope.</p> <p>28. Woman jumped and fell from car.</p> <p>28. Man thrown from car.</p> <p>29. Woman fell getting into car.</p> <p>29. Team and car; driver of team injured.</p> <p>29. Man pushed off car by conductor.</p> <p>30. Woman fell getting off car.</p> <p>30. Woman struck by falling sign.</p> <p>30. Man fell getting off car.</p> <p>30. Man struck by fender of car.</p> <p>30. Woman fell trying to board car.</p> <p>30. Collision of cars; passenger injured.</p> <p>30. Man fell trying to board car.</p> <p>30. Derailed car; passenger injured.</p> <p>30. Woman claims injury on car.</p> <p>30. Man on bicycle struck by car.</p> <p>30. Team and car; driver of team injured.</p> <p>31. Man struck by fender of car.</p> <p>31. Man on bicycle struck by car.</p> <p>31. Conductor injured on car (employee).</p> <p>31. Woman fell getting off car.</p> <p>31. Man fell trying to get off car.</p> <p>31. Man on one car struck by another car.</p>	<p>June 2. Man on bicycle struck by car.</p> <p>3. Man on car struck by car.</p> <p>3. Man fell trying to board car.</p> <p>3. Man fell trying to get off car.</p> <p>3. Backing car; woman injured.</p> <p>3. Woman fell getting off car.</p> <p>4. Man struck by brake handle.</p> <p>4. Man fell getting off car.</p> <p>4. Man on bicycle struck by car.</p> <p>4. Woman fell getting off car.</p> <p>4. Woman jumped and fell from car.</p> <p>4. Man struck by fender of car.</p> <p>4. Man struck by trolley.</p> <p>5. Man fell trying to board car.</p> <p>5. Woman jumped and fell from car.</p> <p>5. Man fell getting off car.</p> <p>5. Woman fell getting off car.</p> <p>5. Team and car; driver of team injured.</p> <p>5. Man on car struck by fence.</p> <p>5. Man on bicycle struck by car.</p> <p>6. Man fell trying to board car.</p> <p>6. Woman jumped and fell from car.</p> <p>6. Team and car; driver of team injured.</p> <p>6. Woman fell getting off car.</p> <p>6. Man jumped and fell from car.</p> <p>6. Man struck by car.</p> <p>6. Woman struck by fender of car.</p> <p>6. Man fell trying to board car.</p> <p>6. Man on bicycle struck by car.</p> <p>7. Woman fell getting off car.</p> <p>7. Woman struck by car (death).</p> <p>7. Carriage and car; driver of carriage injured.</p> <p>7. Woman fell in car.</p> <p>7. Team and car; driver of team injured.</p> <p>8. Man fell trying to board car.</p> <p>8. Man fell getting off car.</p> <p>8. Man struck by car.</p> <p>8. Woman on bicycle struck by car.</p> <p>8. Woman jumped and fell from car.</p> <p>9. Woman injured in car.</p> <p>9. Man on bicycle struck by car.</p> <p>9. Man struck by falling register.</p> <p>9. Man on bicycle struck by car.</p> <p>9. Man jumped and fell from car.</p> <p>10. Team and car; driver of team injured.</p> <p>10. Man fell getting off car.</p> <p>10. Conductor fell off car (employee).</p> <p>10. Man fell trying to board car.</p> <p>10. Man struck by fender of car.</p> <p>10. Man fell getting off car.</p> <p>10. Man injured by trolley rope.</p> <p>11. Man injured by falling sign.</p> <p>11. Man on bicycle struck by car.</p>
<p>June 1. Man fell trying to board car.</p> <p>1. Woman fell getting off car.</p> <p>1. Man jumped and fell from car.</p> <p>1. Fuse blew out; passenger injured.</p> <p>1. Team and car; driver of team injured.</p> <p>1. Man fell trying to board car.</p> <p>1. Man on car struck by team.</p> <p>1. Man jumped and fell from car.</p> <p>2. Collision of cars; passenger injured.</p> <p>2. Man on car struck by team.</p> <p>2. Woman fell getting off car.</p> <p>2. Collision of cars; woman injured.</p>	

## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

June 11. Woman jumped and fell from car.

11. Man jumped and fell from car.

11. Man struck by car.

11. Trolley came off; man injured.

11. Man jumped and fell from car.

11. Man struck by car.

12. Woman fell getting off car.

12. Collision of cars; conductor injured (employee).

12. Woman fell getting off car.

12. Trolley came off; woman injured.

12. Man jumped and fell from car.

12. Man fell getting off car.

12. Collision of cars; passenger injured.

13. Woman fell getting off car.

13. Man jumped and fell from car.

13. Man on bicycle struck by car.

13. Man struck by car.

13. Derailed car; woman injured.

13. Woman struck by fender of car.

14. Man fell trying to board car.

14. Man fell getting off car.

14. Woman fell trying to get off car.

14. Man fell on running-board of car.

14. Woman injured by trolley rope.

14. Woman fell getting off car.

14. Man struck by car.

14. Woman injured getting on car.

14. Collision of cars; woman injured.

15. Collision of cars; woman injured.

15. Man struck by fender of car.

15. Man on car struck by team.

15. Woman fell getting off car.

16. Woman injured by sudden starting of car.

16. Man on car struck by passing car.

16. Man jumped and fell from car.

16. Man jumped and fell from car.

17. Man struck by car.

17. Woman slipped on platform of car.

17. Team and car; driver of team injured.

17. Man fell getting off car.

17. Team caught between two cars; driver of team injured.

17. Man struck by car.

17. Conductor knocked off car (employee).

17. Fuse blew out; passenger injured.

17. Man on bicycle struck by car.

18. Man fell getting off car.

18. Man jumped and fell from car.

18. Collision of cars; passenger injured.

18. Man on car struck by passing car.

18. Woman jumped and fell from car.

**1899.**

June 18. Man struck by car.

18. Man jumped and fell from car.

18. Man on bicycle struck by car.

18. Woman fell getting off car.

18. Car disabled; passenger injured.

20. Man on car struck by team.

20. Woman on bicycle struck by car.

20. Derailed car; passenger injured.

20. Team and car; driver of team injured.

21. Man jumped and fell from car.

21. Man fell getting off car.

21. Woman fell getting off car.

21. Man fell trying to board car.

21. Team and car; driver of team injured.

21. Woman fell getting off car.

22. Collision of cars; woman injured.

22. Team and car; driver of team injured.

22. Woman fell getting off car.

22. Team and car; driver of team injured.

22. Woman claims injury getting on car.

22. Man fell trying to board car.

23. Man fell getting off car.

23. Team and car; driver of team injured.

23. Man struck by car.

23. Newsboy fell from car.

24. Man on bicycle struck by car.

24. Derailed car; passenger injured.

24. Woman fell getting off car.

24. Woman jumped and fell from car.

24. Man on car struck by fence.

24. Man fell trying to board car.

24. Man on car struck by stone.

25. Woman fell getting off car.

25. Man fell getting off car.

26. Collision of cars; passenger injured.

26. Woman fell getting off car.

26. Man jumped and fell from car.

26. Woman jumped and fell from car.

26. Man struck by car.

26. Team and car; driver of team injured.

27. Fuse blew out; passenger injured.

27. Team and car; woman in car injured.

27. Man claims injury on car.

27. Man jumped and fell from car.

28. Collision of cars; man injured.

28. Man on bicycle struck by car.

28. Man fell off car.

28. Man struck by car.

28. Man injured by door of car.

## STATEMENT OF EACH ACCIDENT — Continued.

1899.	1899.
<p>June 28. Woman jumped and fell from car.</p> <p>29. Woman jumped and fell from car.</p> <p>29. Team and car; driver of team injured.</p> <p>29. Man injured by seat breaking.</p> <p>30. Woman fell getting off car.</p> <p>30. Man on bicycle and car.</p> <p>30. Man fell boarding moving car.</p> <p>30. Woman struck by car.</p> <p>30. Woman fell off car.</p> <p>30. Man received shock on car.</p> <p>30. Man fell getting off car.</p> <p>July 1. Man fell trying to board car.</p> <p>1. Man jumped and fell from car.</p> <p>1. Woman injured on car.</p> <p>1. Woman fell getting off car.</p> <p>1. Woman fell trying to board car.</p> <p>1. Woman injured by back of seat.</p> <p>1. Man fell getting on car.</p> <p>1. Fuse blew out; woman injured.</p> <p>1. Woman struck by car.</p> <p>1. Man injured by trolley coming off.</p> <p>1. Woman fell getting off car.</p> <p>1. Collision of cars; woman injured.</p> <p>2. Man on bicycle struck by car.</p> <p>2. Woman fell getting off car.</p> <p>2. Man fell getting off car.</p> <p>2. Little boy struck by car.</p> <p>4. Little child fell getting off car.</p> <p>4. Woman jumped and fell from car.</p> <p>4. Fuse blew out; passenger injured.</p> <p>4. Man struck by car.</p> <p>4. Woman injured by back of seat.</p> <p>4. Man fell getting off car.</p> <p>4. Woman struck by car.</p> <p>5. Woman fell getting off car.</p> <p>5. Man on car struck by passing car.</p> <p>5. Woman fell getting off car.</p> <p>5. Collision of cars; woman injured.</p> <p>5. Man on bicycle struck by car.</p> <p>5. Team and car; man injured.</p> <p>5. Man injured in car.</p> <p>5. Team and car; driver of team injured.</p> <p>5. Woman injured in car.</p> <p>5. Woman fell getting off car.</p> <p>5. Man injured on car.</p> <p>5. Collision of cars; passenger injured.</p> <p>5. Collision of cars; woman injured.</p> <p>5. Woman fell getting off car.</p> <p>5. Man fell trying to board car.</p> <p>5. Man injured in car.</p> <p>5. Carriage and car; driver of carriage injured.</p> <p>5. Woman fell getting off car.</p> <p>5. Man hurt on car.</p> <p>5. Woman struck by car.</p>	<p>July 5. Team and car; driver of team injured.</p> <p>5. Woman injured on car.</p> <p>5. Motor blew out; man injured.</p> <p>7. Woman jumped and fell from car.</p> <p>7. Man fell getting off car.</p> <p>7. Man on bicycle struck by car.</p> <p>8. Man ran into car.</p> <p>8. Man fell trying to board car.</p> <p>8. Woman fell trying to board car.</p> <p>8. Man had hand injured by door of car.</p> <p>8. Carriage and car; man in carriage injured.</p> <p>8. Man received shock on car.</p> <p>8. Man fell getting off car.</p> <p>8. Woman fell getting off car.</p> <p>8. Team and car; driver of team injured.</p> <p>8. Child fell on fender of car.</p> <p>8. Man fell trying to board car.</p> <p>8. Man fell leaving car.</p> <p>8. Woman fell getting off car.</p> <p>8. Man claims injury on car.</p> <p>8. Man struck by car.</p> <p>10. Team and car; driver of team injured.</p> <p>10. Man fell from car.</p> <p>10. Man on car injured by pick.</p> <p>10. Woman injured by having bicycle struck by car.</p> <p>11. Woman fell getting off car.</p> <p>11. Man claims injury getting in car.</p> <p>11. Woman struck by a brake handle.</p> <p>11. Team and car; driver of team injured.</p> <p>11. Man struck by rail.</p> <p>11. Woman fell off car.</p> <p>11. Man fell getting off car.</p> <p>11. Man claims injury trying to board car.</p> <p>12. Man jumped and fell from car.</p> <p>12. Woman fell getting off car.</p> <p>12. Carriage and car; driver of carriage injured.</p> <p>12. Bicycle and car; man on bicycle hurt.</p> <p>12. Man fell getting on car.</p> <p>12. Girl fell getting off car.</p> <p>12. Man jumped and fell off car.</p> <p>12. Man injured by seat of car.</p> <p>13. Man fell getting off car.</p> <p>13. Man fell trying to board car.</p> <p>13. Woman fell getting off car.</p> <p>13. Man struck by trolley rope.</p> <p>13. Child ran against car.</p> <p>14. Wire fell; woman injured.</p> <p>14. Woman jumped and fell from car.</p>

## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**  
 July 14. Woman on car injured by pole of a team.  
 14. Child struck by car.  
 14. Woman injured by seat of car.  
 14. Team and car; man injured.  
 15. Man injured on car.  
 15. Woman fell getting off car.  
 15. Woman jumped and fell from car.  
 15. Man injured by trolley rope.  
 15. Man jumped and fell from car.  
 16. Man fell boarding car.  
 16. Woman fell getting off car.  
 16. Man injured by back of seat.  
 17. Woman fell getting off car.  
 17. Man fell trying to board car.  
 17. Bicycle and car; man on bicycle hurt.  
 18. Man fell trying to board car.  
 18. Team and car; driver of team injured.  
 18. Woman fell getting off car.  
 18. Collision of cars; man injured.  
 18. Bicycle and car; man on bicycle hurt.  
 18. Fuse blew out; man injured.  
 19. Man on car struck by team.  
 19. Man fell on fender of car.  
 19. Woman injured on account of sudden start of car.  
 19. Man fell trying to board car.  
 19. Man fell getting off car.  
 20. Team and car; driver of team injured.  
 20. Woman fell getting off car.  
 20. Child struck by car.  
 20. Team and car; driver of team injured.  
 21. Man fell getting off car.  
 21. Man fell getting on car.  
 21. Woman fell getting off car.  
 21. Man on bicycle struck by car.  
 22. Man on bicycle struck by team.  
 22. Woman fell getting off car.  
 22. Team and car; driver of team injured.  
 22. Man fell getting off car.  
 22. Man fell trying to board car.  
 23. Woman fell getting off car.  
 23. Conductor fell getting off car (employee).  
 23. Bicycle and car; man on bicycle injured.  
 23. Man fell getting off car.  
 24. Boy run over by car (death).  
 24. Man on car struck by car.  
 24. Man struck by car.  
 24. Woman fell getting off car.  
 24. Collision of cars; man injured.

**1899.**  
 July 24. Team and car; driver of team injured.  
 24. Woman struck by board on car.  
 24. Disabled car; woman injured.  
 26. Woman fell getting off car.  
 26. Woman jumped and fell from car.  
 26. Man fell getting off car.  
 26. Boy struck by car.  
 26. Team and car; driver of team injured.  
 27. Man fell getting off car.  
 27. Man on one car struck by passing car.  
 27. Man fell getting off car.  
 27. Team and car; driver of team injured.  
 27. Collision of cars; passenger injured.  
 27. Man fell getting on car.  
 27. Fuse blew out; woman injured.  
 28. Woman fell getting on car.  
 28. Man fell getting on car.  
 28. Bicycle and car; man on bicycle injured.  
 28. Team and car; man injured.  
 29. Woman fell getting off car.  
 29. Man fell getting on car.  
 29. Fuse blew out; passenger injured.  
 30. Man jumped and fell from car.  
 30. Man fell getting on car.  
 30. Collision of cars; passenger injured.  
 30. Trolley came off; woman injured.  
 30. Woman fell getting on car.  
 31. Man struck by car.  
 31. Man fell trying to board car.  
 31. Man struck by team when on car.  
 31. Woman on bicycle struck by car.  
 31. Man fell trying to get off car.  
 31. Man struck by car.  
 31. Team and car; driver of team injured.  
 Aug. 1. Conductor injured between cars (employee).  
 1. Man fell getting off car.  
 1. Woman fell getting off car.  
 1. Woman jumped and fell from car.  
 1. Man on bicycle struck by car.  
 1. Man fell trying to board car.  
 1. Man struck by car.  
 2. Woman fell getting off car.  
 2. Woman struck by falling bell.  
 2. Man injured by seat of car.  
 2. Man jumped and fell from car.  
 2. Man jumped and fell from car.  
 3. Team and car; driver of team injured.  
 3. Man fell getting off car.



## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**  
 Aug. 3. Man fell trying to board car.  
 3. Man on bicycle struck by car.  
 3. Brake broke; woman injured.  
 3. Woman jumped and fell from car.  
 3. Woman fell in front of car.  
 3. Team and car; driver of team injured.  
 3. Man fell getting off car.  
 3. Man fell trying to board car.  
 3. Back of seat broke; man injured.  
 5. Woman fell getting off car.  
 5. Team and car; driver of team injured.  
 5. Man fell trying to board car.  
 6. Collision of cars; passenger injured.  
 6. Man struck by car.  
 6. Team and car; driver of team injured.  
 6. Man fell getting off car.  
 6. Woman passenger in car injured by motorman falling against her.  
 6. Woman fell from car.  
 6. Woman fell trying to board car.  
 7. Woman fell getting off car.  
 7. Woman claims injury on car.  
 7. Man, team and car.  
 7. Man fell getting on car.  
 7. Man struck by car.  
 8. Woman injured by sudden start of car.  
 8. Man on bicycle struck by car.  
 8. Man fell getting off car.  
 9. Man injured by sparks from overhead switch.  
 9. Woman fell getting off car.  
 9. Man fell trying to board car.  
 9. Man fell getting off car.  
 10. Woman struck by glass on car.  
 10. Woman fell getting off car.  
 10. Team and car; man on car injured.  
 10. Collision of cars; woman injured.  
 10. Man struck by car.  
 10. Trolley broke; man injured.  
 11. Man struck by car.  
 11. Team and car; man injured.  
 11. Man fell getting off car.  
 12. Team and car; driver of team injured.  
 12. Man struck by fender of car.  
 12. Woman fell getting off car.  
 12. Man on car struck by team.  
 12. Woman fell getting off car.  
 13. Woman jumped and fell getting off car.  
 13. Man received shock on car.  
 13. Man jumped and fell from car.  
 13. Man struck by trolley rope.

**1899.**  
 Aug. 13. Team and car; driver of team injured.  
 14. Man fell getting off car.  
 14. Man on car struck by team.  
 14. Man fell in front of car, and car struck him.  
 14. Man jumped and fell from car.  
 14. Man struck by car.  
 14. Woman fell getting off car.  
 14. Man fell trying to board car.  
 15. Man fell trying to board car.  
 15. Woman injured by overhead switch burning out.  
 15. Woman fell getting off car.  
 15. Man fell getting off car.  
 15. Man struck by car.  
 15. Carriage and car; driver of carriage injured.  
 15. Man on car struck by team.  
 16. Man claims injury on car.  
 16. Man on bicycle struck by car.  
 16. Woman fell getting off car.  
 16. Man claims injury on car.  
 16. Woman injured by seat of car.  
 16. Fuse blew out; woman injured.  
 17. Man fell trying to board car.  
 17. Bicycle and car; woman on bicycle injured.  
 17. Man struck by car.  
 17. Man on bicycle and car.  
 17. Man injured by trolley.  
 17. Derailed car; passenger injured.  
 17. Woman thrown from seat of car.  
 17. Woman injured by falling from car.  
 18. Woman hurt on car.  
 18. Man on running-board of car struck by team.  
 18. Team and car; driver of team injured.  
 18. Fuse blew out; woman passenger injured.  
 19. Man fell getting off car.  
 19. Conductor fell from car (employee).  
 19. Man fell getting off car.  
 19. Man fell getting on car.  
 20. Team and car; driver of team injured.  
 20. Man jumped and fell from car.  
 20. Conductor caught between cars (employee).  
 20. Woman fell getting off car.  
 20. Man fell getting off car.  
 21. Team and car; driver of team injured.  
 21. Woman jumped and fell from car.  
 21. Man fell getting off car.



## STATEMENT OF EACH ACCIDENT — Continued.

**1899.**

Aug. 21. Woman injured by sudden starting of car.

21. Woman fell over fender of car.

22. Collision of cars; passenger injured.

22. Fuse blew out; woman passenger injured.

22. Man fell getting off car.

22. Team and car; driver of team injured.

22. Man jumped and fell from car.

22. Woman frightened on car.

22. Disabled car; passenger injured.

23. Man jumped and fell from car.

23. Man fell trying to board car.

23. Man struck by fender of car.

23. Woman fell getting off car.

24. Man fell getting off car.

24. Collision of cars; passenger injured.

24. Team and car; driver of team injured.

25. Team and car; driver of team injured.

25. Man fell over fender of car.

25. Man jumped and fell from car.

26. Man jumped and fell from car.

26. Man had hand injured on car.

26. Woman fell getting off car.

26. Man struck by car.

26. Team and car; driver of team injured.

27. Woman fell getting off car.

27. Woman jumped and fell from car.

27. Man injured by falling wire.

27. Man on bicycle struck by car.

27. Woman fell trying to board car.

27. Woman fell getting off car.

27. Woman jumped and fell from car.

27. Team and car; driver of team injured.

29. Team and car; little girl in car injured.

29. Man jumped and fell from car.

29. Woman fell from car.

29. Woman fell getting on car.

29. Team and car; driver of team injured.

30. Team and car; driver of team injured (death).

30. Boy struck by car.

30. Man fell getting off car.

30. Man fell trying to board car.

Sept. 1. Team and car; driver of team injured.

1. Woman struck by car.

1. Woman jumped and fell from car.

1. Man fell getting off car.

**1899.**

Sept. 1. Man hit by car.

2. Man fell getting off car.

2. Woman injured getting on car.

2. Man struck by car.

3. Woman fell getting on car.

3. Woman injured on car.

3. Woman struck by car.

3. Man fell getting off car.

3. Woman fell getting off car.

3. Conductor injured on car (employee).

3. Little boy struck by car.

3. Woman fell getting off car.

4. Man fell getting off car.

4. Woman fell getting off car.

4. Woman fell getting on car.

4. Man fell trying to get on car.

5. Man struck by car.

5. Man on bicycle struck by car.

5. Collision of cars; woman injured

5. Woman fell getting off car.

6. Collision of cars; man injured.

6. Man fell trying to board car.

6. Man on car struck by passenger on another car.

6. Man injured on account of controller burning out.

6. Man fell trying to board car.

6. Man struck by sign board.

6. Man struck by car.

6. Collision of cars; woman injured.

7. Woman fell trying to board car.

7. Woman on bicycle struck by car.

8. Man on bicycle struck by car.

8. Team and car; driver of team injured.

8. Man fell trying to board car.

8. Car disabled; passenger injured.

9. Man on car struck by passing car.

9. Man on car struck by team.

9. Woman fell trying to board car.

9. Woman jumped and fell from car.

9. Boy struck by car.

10. Collision of cars; passenger injured.

10. Man jumped and fell from car.

10. Woman fell getting off car.

11. Man fell trying to board car.

11. Woman fell getting off car.

11. Woman struck by car.

11. Woman injured by sudden starting of car.

11. Man on bicycle struck by car.

11. Team and car; driver of team injured.

12. Woman struck by car.

12. Team and car; driver of team injured.

## STATEMENT OF EACH ACCIDENT — Concluded.

1899.	1899.
Sept. 12. Man jumped and fell from car. 13. Man jumped and fell from car. 13. Woman jumped and fell from car. 13. Collision of cars; man injured. 13. Man fell trying to board car. 13. Woman fell getting off car. 14. Man fell getting off car. 14. Woman fell getting off car. 14. Woman fell getting on car. 14. Woman struck by car. 14. Team and car; driver of team injured. 15. Woman fell getting off car. 15. Man struck by back of seat. 16. Man fell getting off car. 16. Team and car; man injured. 16. Man fell trying to board car. 16. Man injured by door of car. 16. Man struck by car. 16. Collision of cars; man injured. 17. Man fell getting off car. 17. Woman struck by curtain. 18. Man fell getting off car. 18. Woman injured getting off car. 18. Woman fell near car. 18. Man fell trying to board car. 18. Man injured by broken seat. 18. Woman struck by car. 18. Man had fingers burned on car by fuse. 18. Man struck by car. 19. Team and car; driver of team injured. 19. Woman fell getting off car. 19. Man injured by broken glass on car. 19. Woman struck by falling trolley. 19. Woman received shock on car. 19. Team and car; man injured. 20. Man jumped and fell from car. 20. Team and car; man injured. 20. Man struck by car. 20. Man dragged by car. 21. Team and car; driver of team injured. 21. Woman fell getting off car. 21. Man on car struck by team. 21. Woman injured by back of seat on car.	Sept. 21. Man injured getting off car. 21. Man fell trying to board car. 21. Disabled car; passenger injured. 22. Man struck by car. 22. Man injured by controller burning out. 22. Team and car; driver of team injured. 22. Woman fell in car. 22. Man injured by falling trolley. 22. Man fell getting off car. 23. Man fell getting off car. 23. Man struck by car. 23. Man received shock on car. 23. Team and car; driver of team injured. 24. Team and car; driver of team injured. 24. Man fell getting off car. 24. Man injured by trolley. 25. Man jumped and fell from car. 25. Woman jumped and fell from car. 25. Man fell getting off car. 25. Team and car; driver of team injured. 25. Man fell getting off car. 26. Man struck by car. 26. Team and car; driver of team injured. 27. Woman fell in car. 27. Man injured on car. 27. Man fell over trolley rope. 28. Team and car; driver of team injured 28. Man fell over fender of car. 28. Man fell trying to board car. 28. Man jumped and fell from car. 29. Team and car; driver of team injured. 29. Man fell getting off car. 29. Woman fell trying to board car. 30. Conductor crushed between cars (employee). 30. Man fell getting off car. 30. Woman injured by collision of cars. 30. Man struck by car. 30. Woman fell in car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

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 NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Gaston, *President*, 101 Milk Street, Boston, Mass. William A. Bancroft, *Vice-President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Second Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston. Gaston, Snow & Saltonstall, *General Solicitors*, 8 Congress Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 53 State Street, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. William A. Bancroft, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. William A. Gaston, Boston, Mass. Charles J. Paine, Weston, Mass. Francis H. Peabody, Boston, Mass. James M. Prendergast, Boston, Mass. Jacob C. Rogers, Peabody, Mass. William S. Spaulding, Boston, Mass. Robert Winsor, Weston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM A. GASTON,  
 SAMUEL CARR,  
 T. JEFFERSON COOLIDGE, JR.,  
 WILLIAM S. SPAULDING,  
 JAS. M. PRENDERGAST,  
 WM. A. BANCROFT,  
 JACOB C. ROGERS,  
 ROBERT WINSOR,

*Directors.*

WILLIAM HOOPER,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 27, 1899. Then personally appeared the above-named William A. Gaston, Samuel Carr, T. Jefferson Coolidge, Jr., William S. Spaulding, James M. Prendergast, Wm. A. Bancroft, Jacob C. Rogers, Robert Winsor and William Hooper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. BURNETT,  
*Justice of the Peace.*

## REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Lynn &amp; Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$2,500 00
Dividends declared (5 per cent), . . . . .	\$2,500 00
Amount of deficit September 30, 1898, . . . . .	\$11,363 18
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$11,363 18
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED, . . . . .	\$73,815 23
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED, . . . . .	9,919 79
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	4,901 80
TOTAL PERMANENT INVESTMENTS, . . . . .	\$88,636 82
Profit and Loss balance (deficit), . . . . .	11,363 18
TOTAL, . . . . .	\$100,000 00
LIABILITIES.	CR.
Capital stock, . . . . .	\$50,000 00
Funded debt, . . . . .	41,500 00
Current liabilities: Lynn & Boston Railroad Company, lessees (bonds retired), . . . . .	8,500 00
TOTAL, . . . . .	\$100,000 00

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock issued and outstanding, . . . . .		\$50,000 00
Number of shares issued and outstanding, . . . . .	500	
Number of stockholders, . . . . .	8	
Number of stockholders in Massachusetts, . . . . .	7	
Amount of stock held in Massachusetts, . . . . .	\$38,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	Feb. 1, 1910, .	\$41,500 00	\$2,137 50*

## RAILWAY OWNED.

Length of railway line, . . . . .	1.867 miles.
Length of second main track, . . . . .	1 867 "
Total length of main track, . . . . .	3.734 "
Length of sidings, switches, etc, . . . . .	.111 "
Total, computed as single track, . . . . .	3.845 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.684 miles.
Length of second main track, . . . . .	.684 "
Total length of main track, . . . . .	1.368 "

Names of the several cities and towns in which the railway owned by the company is located: Boston (East Boston) and Revere.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,  
333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Lynn, Mass. E. Francis Oliver, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer and Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Maurice Hoopes, Lynn, Mass. E. Francis Oliver (resigned May 1, 1899), Boston, Mass. Fred E. Smith, Swampscott, Mass. Charles Williams, Wakefield, Mass.

\* Paid by lessee.



We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
MAURICE HOOPES,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Oct. 30, 1899. Then personally appeared the above-named Elwin C. Foster and Charles Williams, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, S. M. STOCKER,  
*Justice of the Peace.*

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STATE OF NEW YORK.

COLUMBIA COUNTY, ss. OCT. 17, 1899. Then personally appeared the above-named Maurice Hoopes, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WILSON MILLER,  
*Justice of the Peace.*

## REPORT

OF THE

## BRAINTREE STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MAY 1, 1899.

[Consolidated with the Quincy &amp; Boston May 1, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$21,981 92
Operating expenses, . . . . .	26,312 22
DEFICIT FROM OPERATION, . . . . .	\$4,330 30
Charges upon income accrued during the year:	
Interest on funded debt to May 2, 1899, . . . . .	\$1,600 00
Interest and discount on unfunded debts and loans, . . . . .	324 87
Taxes, . . . . .	1,043 73
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,968 60
NET DEFICIT, . . . . .	\$7,298 90
Dividends declared:	
2½ per cent on \$100,000, . . . . .	\$2,500 00
1 per cent on \$100,000, . . . . .	1,000 00
TOTAL DIVIDENDS DECLARED, . . . . .	3,500 00
Deficit for the period ending May 1, 1899, . . . . .	\$10,798 90
Amount of surplus September 30, 1898, . . . . .	979 07
Credits to profit and loss account during the year:	
Accounts payable, . . . . .	\$276 05
Settlement Thayer claim, . . . . .	620 97
Settlement Hobart claim, . . . . .	1,000 00
Notes payable, . . . . .	1,000 00
TOTAL CREDITS, . . . . .	\$2,897 02
Debits to profit and loss account during the year: accounts receivable, . . . . .	895 23
NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . . .	2,001 79
TOTAL DEFICIT MAY 1, 1899, . . . . .	\$7,818 04

EARNINGS FROM OPERATION.		
Receipts from passengers carried, . . . . .		\$21,651 96
Receipts from rentals of buildings and other property, . . . . .		180 00
Receipts from advertising in cars, . . . . .		149 96
GROSS EARNINGS FROM OPERATION, . . . . .		\$21,981 92
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks, . . . . .		\$562 00
General office expenses and supplies, . . . . .		1,299 56
Insurance, . . . . .		135 00
Other general expenses, . . . . .		106 60
Maintenance of roadway and buildings:		
Repair of roadbed and track, . . . . .		459 51
Repair of electric line construction, . . . . .		140 65
Removal of snow and ice, . . . . .		1,744 87
Maintenance of equipment: repair of cars and other vehicles, . . . . .		3,079 97
Transportation expenses:		
Cost of electric motive power, . . . . .		2,988 46
Wages and compensation of persons employed in conducting transportation, . . . . .		6,765 00
Damages for injuries to persons and property, . . . . .		7,289 07
Tolls for trackage over other railways, . . . . .		1,566 53
Rentals of buildings and other property, . . . . .		175 00
TOTAL OPERATING EXPENSES, . . . . .		\$26,312 22
PROPERTY ACCOUNTS.		
Additions to equipment: two trucks, . . . . .		\$380 00
GENERAL BALANCE SHEET MAY 1, 1899.		
ASSETS.	DR.	
Cost of railway:		
Roadway and tracks, . . . . .	\$75,323 50	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	18,299 06	
Interest accrued during construction of railway, . . . . .	689 45	
Engineering and other expenses incident to construction, . . . . .	8,721 27	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$103,033 28
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$15,976 57	
Electric equipment of same, . . . . .	12,603 89	
Horses, . . . . .	175 00	
Other items of equipment, . . . . .	408 97	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		29,164 43

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$3,557 25	
Electric power stations, including equipment, . . . . .	2,089 43	
Other buildings necessary for operation of railway, . . . . .	9,031 32	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$14,678 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$146,875 71
Cash and current assets :		
Cash, . . . . .	\$1,236 57	
Bills and accounts receivable, . . . . .	430 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		1,666 57
Miscellaneous assets: materials and supplies, . . . . .		1,927 12
Profit and Loss balance (deficit), . . . . .		7,818 04
TOTAL, . . . . .		\$158,287 44
LIABILITIES.		Cr.
Capital stock, . . . . .		\$100,000 00
Funded debt, . . . . .		35,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$18,000 00	
Audited vouchers and accounts, . . . . .	5,287 44	
TOTAL CURRENT LIABILITIES, . . . . .		23,287 44
TOTAL, . . . . .		\$158,287 44
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	40	
Number of stockholders in Massachusetts, . . . . .	40	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	6	July 25, 1914,	\$35,000 00	\$1,050 00*
TOTALS, . . . . .			\$35,000 00	550 00†
				\$1,600 00.

\* Paid January 25, 1899.      † Accrued and charged to accounts payable May 1, 1899.

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period,	461,843
Number carried per mile of main railway track operated, .	32,387
Number of round trips run, . . . . .	11,890
Number of car miles run, . . . . .	147,496
Average number of persons employed, . . . . .	30

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	7
Open passenger cars equipped for electric power, . . . . .	5
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>12</b>
Number of cars equipped with fenders, . . . . .	12
Number of cars equipped with heaters (electric), . . . . .	7
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	16
Horses, . . . . .	1
Harnesses (single), . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	11.170	3.090	14.260
Length of sidings, switches, etc., . . . . .	.540	-	.540
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>11.710</b>	<b>3.090</b>	<b>14.800</b>

System of electric motive power in use by the company: Thomson-Houston.  
Names of the several cities and towns in which the railways operated by the  
company are located: Braintree, Quincy, Randolph and Holbrook.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	4	-	4
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
<b>TOTALS, . . . . .</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>5</b>



## STATEMENT OF EACH ACCIDENT.

Oct. 11, 1898. — Man fell off rear end of car.

October 23. — Man fell while getting off car.

December 10. — Car struck by wagon; driver injured.

December 25. — Man fell off front end of car.

April 18, 1899. — Man fell off moving car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE STREET RAILWAY COMPANY,  
QUINCY, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Fred. H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. Roger H. Wilde, *Auditor*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Clarence Burgin, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. Fred. H. Smith, Quincy, Mass. Rupert F. Claflin, Quincy, Mass. Brainard T. Dyer, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,  
CLARENCE BURGIN,  
JOHN R. GRAHAM,  
FRED. H. SMITH,  
RUPERT F. CLAFLIN,  
*Directors.*  
FRED. H. SMITH,  
*Treasurer.*  
BENJ. J. WEEKS,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Nov. 1, 1899. Then personally appeared the above-named John F. Merrill, Clarence Burgin, John R. Graham, Rupert F. Claflin and Benj. J. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. H. SMITH,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named Fred. H. Smith, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANCIS A. DEWSON,  
*Justice of the Peace.*

# REPORT

## OF THE

### BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 15, 1899.

[Consolidated with the Hanover July 15, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$35,777 35
Operating expenses, . . . . .	27,588 58
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$8,188 77
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$2,999 99
Interest and discount on unfunded debts and loans, . . . . .	623 26
Taxes, . . . . .	1,993 03
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,616 28
NET DIVISIBLE INCOME, . . . . .	\$2,572 49
Dividends declared (4½ per cent), . . . . .	7,200 00
Deficit for the year ending July 15, 1899, . . . . .	\$4,627 51
Amount of surplus September 30, 1898, . . . . .	8,680 27
Debits to profit and loss account during the year: bad account charged off, . . . . .	199 72
TOTAL SURPLUS JULY 15, 1899, . . . . .	\$3,853 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$35,627 35
Receipts from advertising in cars, . . . . .	150 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$35,777 35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,293 26
General office expenses and supplies, . . . . .	980 47
Legal expenses, . . . . .	660 00
Insurance: fire, \$622.54; accident, \$1,325.74, . . . . .	1,948 28
Other general expenses: water, \$66.50; printing and advertising, \$180 80, . . . . .	247. 30

## Maintenance of roadway and buildings :

Repair of roadbed and track, . . . . .	\$1,202 90
Repair of electric line construction, . . . . .	356 94
Removal of snow and ice, . . . . .	1,057 55
Repair of buildings, . . . . .	20 60

## Maintenance of equipment :

Repair of cars and other vehicles, . . . . .	2,375 25
Repair of electric equipment of cars, . . . . .	1,345 35
Renewal of horses, harnesses, shoeing, etc., . . . . .	87 74

## Transportation expenses :

Cost of electric motive power, \$5,443.56; less power sold, \$311.21; net, . . . . .	5,132 35
Wages and compensation of persons employed in conducting transportation, . . . . .	9,690 51
Damages for injuries to persons and property, . . . . .	205 30
Tolls for trackage over other railways, . . . . .	577 53
Other transportation expenses: other employees, . . . . .	407 25

TOTAL OPERATING EXPENSES, . . . . .	\$27,588 58
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## PROPERTY ACCOUNTS.

## Additions to railway :

Extension of tracks (length, 1,744 feet), . . . . .	\$5,987 66
New electric line construction (length, 1,744 feet), . . . . .	1,838 37
Other additions to railway: furniture, tools, etc., . . . . .	156 44

TOTAL ADDITIONS TO RAILWAY, . . . . .	\$7,982 47
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## Additions to equipment :

Additional cars, . . . . .	\$3,712 49
Electric equipment of same, . . . . .	2,738 90

TOTAL ADDITIONS TO EQUIPMENT, . . . . .	6,451 39
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Additions to land and buildings: new electric power stations, including machinery, etc., . . . . .	215 88
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$14,649 74
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## GENERAL BALANCE SHEET JULY 15, 1899.

## ASSETS.

## DR.

## Cost of railway :

Roadway and tracks, . . . . .	\$129,589 74
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	9,127 31
Engineering and other expenses incident to construction, . . . . .	5,493 84
Other items of railway cost: furniture, tools, etc., . . . . .	3,120 67

TOTAL COST OF RAILWAY OWNED, . . . . .	\$147,331 56
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## Cost of equipment :

Cars and other rolling stock and vehicles, . . . . .	\$29,349 74
Electric equipment of same, . . . . .	18,359 07
Horses, . . . . .	100 00

TOTAL COST OF EQUIPMENT OWNED, . . . . .	47,808 81
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Cost of land and buildings :			
Land necessary for operation of railway, .	\$3,654 22		
Electric power stations, including equipment, .	45,803 33		
Other buildings necessary for operation of railway, . . . . .	17,171 53		
TOTAL COST OF LAND AND BUILDINGS OWNED, . .			\$66,629 08
TOTAL PERMANENT INVESTMENTS, . . . . .			\$261,769 45
Cash and current assets : bills and accounts receivable, .			2,322 01
Miscellaneous assets : materials and supplies, . . . .			4,053 19
TOTAL, . . . . .			\$268,144 65
LIABILITIES.		Cr.	
Capital stock, . . . . .			\$160,000 00
Funded debt, . . . . .			80,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$19,838 37		
Audited vouchers and accounts, . . . . .	1,197 54		
TOTAL CURRENT LIABILITIES, . . . . .			21,035 91
Accrued liabilities :			
Interest accrued and not yet due, . . . . .	\$1,333 32		
Taxes accrued and not yet due, . . . . .	1,476 21		
Miscellaneous accrued liabilities : accrued accident insurance, . . . . .	446 17		
TOTAL ACCRUED LIABILITIES, . . . . .			3,255 70
Profit and Loss balance (surplus), . . . . .			3,853 04
TOTAL, . . . . .			\$268,144 65
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .		\$160,000 00	
Capital stock authorized by votes of company, . . . . .		160,000 00	
Capital stock issued and outstanding, . . . . .			\$160,000 00
Number of shares issued and outstanding, . . . . .		1,600	
Number of stockholders, . . . . .		164	
Number of stockholders in Massachusetts, . . . . .		160	
Amount of stock held in Massachusetts, . . . . .		\$148,800 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	March 1, 1917,	\$80,000 00	\$2,999 99

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period,	711,323
Number carried per mile of main railway track operated, .	59,520
Number of round trips run, . . . . .	17,615
Number of car miles run, . . . . .	211,641
Average number of persons employed, . . . . .	33

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	10
Open passenger cars equipped for electric power, . . .	14
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	24
Number of all above cars with 8 wheels, . . . . .	4
Number of cars equipped with fenders, . . . . .	24
Number of cars equipped with heaters (electric), . . .	10
Snow ploughs (electric, 2; horse, 3), . . . . .	5
Other highway vehicles: road scraper, . . . . .	1
Electric motors, . . . . .	33
Other items of equipment:	
Tip cart, . . . . .	1
Express wagon, . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	11.718	.233	11.951
Length of sidings, switches, etc., . . . . .	.874	-	.874
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	12.592	.233	12.825

System of electric motive power in use by the company: single trolley; Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Braintree and Weymouth.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad at East Braintree,	3	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	4	-	5
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	1	-	5	-	6

## STATEMENT OF EACH ACCIDENT.

Oct. 6, 1898. — Three persons jumped from moving car; slightly injured.

Jan. 30, 1899. — Wagon backed in front of car; boy slightly injured.

June 25. — Car left track; lady slightly injured.

July 4. — Lady jumped from car while it was in motion; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY,  
ROCKLAND, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, Philadelphia, Pa. John Kelley, *Vice-President*, East Braintree, Mass. Gardner F. Wells, *Treasurer, Clerk of Corporation, General Manager and Superintendent*, Hingham, Mass. Arthur H. Brooks, *General Counsel*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa. John Kelley, East Braintree, Mass. Edward B. Nevins, South Weymouth, Mass. Joel F. Sheppard, East Braintree, Mass. Gardner F. Wells, Hingham, Mass. Albert H. Walcott, North Abington, Mass. Arthur H. Brooks, Boston, Mass. C. Walter Palmer, Hingham, Mass. Clarence Burgin, Quincy, Mass. Brainard T. Dyer, South Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBERT L. REGISTER,  
ARTHUR H. BROOKS,  
JOHN KELLEY,  
ALBERT H. WALCOTT,  
C. W. PALMER,  
GARDNER F. WELLS,  
*Directors.*  
GARDNER F. WELLS,  
*Treasurer.*  
GARDNER F. WELLS,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 31, 1899. Then personally appeared the above-named Albert L. Register and Arthur H. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GOLDMANN EDMUNDS,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 4, 1899. Then personally appeared the above-named John Kelley, Albert H. Walcott, C. W. Palmer and Gardner F. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. W. KELLEY,

*Justice of the Peace.*

## REPORT

OF THE

BRIDGEWATER, WHITMAN & ROCKLAND STREET  
RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 15, 1899.

[Consolidated with the Hanover July 15, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$20,852 51
Operating expenses, . . . . .	18,154 73
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,697 78
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$3,187 50
Interest and discount on unfunded debts and loans, . . . . .	1,620 98
Taxes, . . . . .	956 25
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,764 73
Deficit for the year ending July 15, 1899, . . . . .	\$3,066 95
Amount of deficit September 30, 1898, . . . . .	3,451 90
Debits to profit and loss account during the year:	
Claims for power from previous year, . . . . .	\$2,333 76
Accounts received charged off, . . . . .	109 68
TOTAL DEBITS, . . . . .	2,443 44
TOTAL DEFICIT JULY 15, 1899, . . . . .	\$8,962 29
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$20,714 31
Receipts from tolls for use of tracks by other companies, . . . . .	13 20
Receipts from advertising in cars, . . . . .	125 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$20,852 51
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$633 22
General office expenses and supplies, . . . . .	270 08
Insurance, . . . . .	1,029 20

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$561 40
Repair of electric line construction, . . . . .	113 06
Removal of snow and ice, . . . . .	1,431 09
Repair of buildings, . . . . .	107 25
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,277 57
Repair of electric equipment of cars, . . . . .	465 75
Transportation expenses :	
Cost of electric motive power, . . . . .	5,384 89
Wages and compensation of persons employed in conducting transportation, . . . . .	5,717 10
Damages for injuries to persons and property, . . . . .	39 70
Tolls for trackage over other railways, . . . . .	1,051 48
Other transportation expenses, . . . . .	72 94
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$18,154 73</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (turnout), . . . . .	\$235 03
Other additions to railway : legal and engineering expenses, . . . . .	238 80
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$473 83</b>
Additions to equipment : sundry equipment, . . . . .	15 75
Additions to land and buildings : additional land necessary for operation of railway, . . . . .	1,100 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,589 58</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : electric line construction, . . . . .	61 78
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$1,527 80</b>

## GENERAL BALANCE SHEET JULY 15, 1899.

ASSETS.	Dr.
Cost of railway :	
Roadway and tracks, . . . . .	\$108,853 67
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	35,253 25
Engineering and other expenses incident to construction, . . . . .	3,969 41
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$148,076 33</b>
Cost of equipment :	
Cars and other rolling stock and vehicles, . . . . .	\$14,584 45
Electric equipment of same, . . . . .	11,726 33
Other items of equipment : sundry equipment, . . . . .	3,060 05
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>29,370 83</b>
Cost of land and buildings :	
Land necessary for operation of railway, . . . . .	\$1,600 00
Buildings necessary for operation of railway, . . . . .	12,287 88
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>	<b>13,887 88</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$191,335 04</b>

<b>Cash and current assets:</b>		
Cash, . . . . .	\$919 57	
Bills and accounts receivable, . . . . .	243 67	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$1,163 24
Miscellaneous assets: materials and supplies, . . . . .		1,704 00
Profit and Loss balance (deficit), . . . . .		8,962 29
<b>TOTAL,</b> . . . . .		<b>\$203,164 57</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$85,000 00
Funded debt, . . . . .		85,000 00
Current liabilities: loans and notes payable, . . . . .		31,500 00
<b>Accrued liabilities:</b>		
Interest accrued and not yet due, . . . . .	\$708 32	
Taxes accrued and not yet due, . . . . .	956 25	
<b>TOTAL ACCRUED LIABILITIES,</b> . . . . .		<b>1,664 57</b>
<b>TOTAL,</b> . . . . .		<b>\$203,164 57</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$85,000 00	
Capital stock authorized by votes of company, . . . . .	85,000 00	
Capital stock issued and outstanding, . . . . .		\$85,000 00
Number of shares issued and outstanding, . . . . .	850	
Number of stockholders, . . . . .	39	
Number of stockholders in Massachusetts, . . . . .	33	
Amount of stock held in Massachusetts, . . . . .	\$37,300 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	Nov. 1, 1917,	\$85,000 00	\$3,187 50

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period, . . . . .	414,286
Number carried per mile of main railway track operated, . . . . .	31,521
Number of round trips run, . . . . .	8,084
Number of car miles run, . . . . .	174,448
Average number of persons employed, . . . . .	20

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	6
Open passenger cars equipped for electric power, . . . . .	6
<b>TOTAL PASSENGER CARS OF ALL KINDS,</b> . . . . .	<b>12</b>



Number of cars equipped with fenders, . . . . .	12
Number of cars equipped with heaters (electric), . . . . .	6
Snow ploughs (electric), . . . . .	2
Electric motors, . . . . .	24

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	11.802	1.341	13.143
Length of sidings, switches, etc., . . . . .	.431	-	.431
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	12.233	1.341	13.574

System of electric motive power in use by the company : single trolley ; West-  
inghouse and General Electric.

Names of the several cities and towns in which the railways operated by the  
company are located : Rockland, Abington, Whitman, East Bridgewater  
and Bridgewater.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz. :		
With New York, New Haven & Hartford Railroad, at South Ave- nue, Whitman, . . . . .	2	1
With New York, New Haven & Hartford Railroad, at Water Street, Rockland, . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	5	-	6
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	8	-	8
TOTALS, . . . . .	-	2	-	13	-	15

STATEMENT OF EACH ACCIDENT.

- Dec. 5, 1898. — Team and car; three men injured.
- December 19. — Collision team and car; one man injured.
- December 31. — Man stepped from moving car; face bruised.

*Jan. 4, 1899.* — Trolley wheel dropped; conductor injured.

*February 11.* — Collision team and car; man injured.

*March 13.* — Collision team and car; driver injured.

*March 28.* — Collision team and car; driver injured.

*April 6.* — Collision team and car; driver injured.

*April 8.* — Man fell from car; injured.

*May 24.* — Man stepped from moving car; injured.

*May 27.* — Man stepped from moving car; injured.

*June 1.* — Woman stepped from moving car; injured.

*July 11.* — Collision of cars; woman slightly injured.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRIDGEWATER, WHITMAN & ROCKLAND STREET RAILWAY  
COMPANY,

ROCKLAND, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, Philadelphia, Pa. George A. Butman, *Treasurer and Clerk of Corporation*, Malden, Mass. Arthur H. Brooks, *General Counsel*, Boston, Mass. Albert H. Walcott, *General Manager and Superintendent*, North Abington, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa. Josiah T. King, Abington, Mass. Gardner F. Wells, Hingham, Mass. Charles L. Stevens, Rockland, Mass. Richard W. Nutter, East Bridgewater, Mass. Fred C. Hinds, Newton, Mass. Charles H. Wilson, Boston, Mass. Charles F. Allen, Whitman, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true

ALBERT L. REGISTER,  
CHARLES L. STEVENS,  
GARDNER F. WELLS,  
RICHARD W. NUTTER,  
JOSIAH T. KING,

*Directors.*

GEO. A. BUTMAN,

*Treasurer.*

ALBERT H. WALCOTT,

*Superintendent.*

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1899. Then personally appeared the above-named George A. Butman, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,

*Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 31, 1899. Then personally appeared the above-named Albert L. Register, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GOLDMANN EDMUNDS,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. NOV. 4, 1899. Then personally appeared the above-named Gardner F. Wells and Albert H. Walcott, and made oath that the within certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. W. KELLEY,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. NOV. 4, 1899. Then personally appeared the above-named Richard W. Nutter, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

A. F. BARKER,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. NOV. 4, 1899. Then personally appeared the above-named Chas. L. Stevens, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. W. KELLEY,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. NOV. 7, 1899. Then personally appeared the above-named Josiah T. King, and made oath that the within certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

WILLIAM J. COUGHLAN,

*Justice of the Peace.*

## REPORT

OF THE

## BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$362,942 37
Operating expenses, . . . . .	200,889 96
NET EARNINGS FROM OPERATION, . . . . .	\$162,052 41
Miscellaneous income: income from park, . . . . .	4,346 42
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$166,398 83
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$37,132 50
Interest and discount on unfunded debts and loans, . . . . .	2,568 80
Taxes:	
State and municipal, . . . . .	\$10,163 43
Commutation, . . . . .	8,074 65
	18,238 08
Other deductions from income:	
Park expenses, . . . . .	14,161 47
Reconstruction suspense, . . . . .	28,430 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	100,530 85
NET DIVISIBLE INCOME, . . . . .	\$65,867 98
Dividends declared:	
1½ per cent on \$596,000, . . . . .	\$8,940 00
6½ per cent on \$700,000, . . . . .	45,500 00
TOTAL DIVIDENDS DECLARED, . . . . .	54,440 00
Surplus for the year ending September 30, 1899, . . . . .	\$11,427 98
Amount of surplus September 30, 1898, . . . . .	50,424 79
Credits to profit and loss account during the year: premiums on sale of stock, . . . . .	10,400 00
TOTAL CREDITS, . . . . .	\$72,252 77
Debits to profit and loss account during the year:	
Depreciation roadbed, . . . . .	\$10,000 00
Depreciation power plant, . . . . .	5,000 00
Depreciation cars, . . . . .	2,500 00
Depreciation electric equipment, . . . . .	2,500 00
TOTAL DEBITS, . . . . .	20,000 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$52,252 77

## EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$357,585 09
Receipts from carriage of mails, . . . . .	288 12
Receipts from tolls for use of tracks by other companies, . . . . .	3,312 39
Receipts from rentals of buildings and other property, . . . . .	246 00
Receipts from advertising in cars, . . . . .	1,000 00
Receipts from interest on deposits, . . . . .	233 11
Other earnings from operation: income from other sources, . . . . .	277 66
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$362,942 37</b>

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks, . . . . .	\$9,968 17
General office expenses and supplies, . . . . .	3,327 90
Legal expenses, . . . . .	1,595 11
Insurance, . . . . .	3,278 67
Other general expenses: sundries, . . . . .	4,087 99
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	23,473 68
Repair of electric line construction, . . . . .	6,309 44
Removal of snow and ice, . . . . .	7,802 16
Repair of buildings, . . . . .	3,175 48
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	9,860 32
Repair of electric equipment of cars, . . . . .	12,245 18
Other expenses, . . . . .	1,576 12
Transportation expenses:	
Cost of electric motive power, \$27,196.76; less power sold, \$7,926.05; net, . . . . .	19,270 71
Wages and compensation of persons employed in conducting transportation, . . . . .	76,759 79
Damages for injuries to persons and property, . . . . .	8,473 41
Tolls for trackage over other railways, . . . . .	92
Other transportation expenses:	
Miscellaneous car house expenses, . . . . .	8,557 42
Care of horses and vehicles, . . . . .	1,127 49
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$200,889 96</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 6,752 feet), . . . . .	\$15,828 44*
New electric line construction (length, 6,752 feet), . . . . .	741 36*
Other additions to railway: Centre Street extension (8,005 feet, unfinished September 30, 1899), . . . . .	25,762 09
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$42,331 89</b>
Additions to equipment:	
Additional cars (10 in number), . . . . .	\$27,516 65
Electric equipment of same, . . . . .	15,976 22
Other additions to equipment: tools and machinery, . . . . .	229 34
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>43,722 21</b>

\* Includes balance of unfinished extension of 10,124 feet, September 30, 1898.



**Additions to land and buildings:**

Additional land necessary for operation of railway, . . . . .	\$4,650 00
Additional equipment of power stations, . . . . .	62 33
New buildings necessary for operation of railway, . . . . .	2,352 80

TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . \$7,065 13

Additions to other permanent property: Highland Park, . . . . 1,185 02

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . \$94,304 25

**Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):****Sold:**

Old building, . . . . .	\$25 00
Electric motors, . . . . .	105 00
Roadbed material, . . . . .	171 61
Wagon, . . . . .	20 00
Miscellaneous, . . . . .	16 60
	<u>\$338 21</u>

**Depreciation:**

Roadbed, . . . . .	\$10,000 00
Power plant, . . . . .	5,000 00
Electric equipment, . . . . .	2,500 00
Cars, . . . . .	2,500 00
	<u>20,000 00</u>

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . 20,338 21

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . \$73,966 04

**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****DR.****Cost of railway:**

Roadway and tracks, . . . . .	\$622,505 42
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	88,281 05
Interest accrued during construction of railway, . . . . .	85,229 18
Engineering and other expenses incident to construction, . . . . .	34,201 41
Other items of railway cost: unfinished extensions, . . . . .	25,867 02

TOTAL COST OF RAILWAY OWNED, . . . . . \$856,084 08

**Cost of equipment:**

Cars and other rolling stock and vehicles, . . . . .	\$161,444 29
Electric equipment of same, . . . . .	174,894 47
Horses, . . . . .	445 00
Other items of equipment: tools and machinery, harnesses, etc., . . . . .	29,897 76

TOTAL COST OF EQUIPMENT OWNED, . . . . . 366,681 52

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$24,058 07	
Electric power stations, including equipment, . . . . .	210,300 05	
Other buildings necessary for operation of railway, . . . . .	66,422 48	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$300,780 60
Other permanent property : Highland Park, . . . . .		68,155 94
TOTAL PERMANENT INVESTMENTS, . . . . .		\$1,591,702 14
Cash and current assets :		
Cash, . . . . .	\$6,224 08	
Bills and accounts receivable, . . . . .	6,280 51	
Other cash and current assets :		
Prepaid interest, . . . . .	286 47	
Prepaid taxes, . . . . .	3,387 81	
Advance insurance premiums, . . . . .	3,257 23	
TOTAL CASH AND CURRENT ASSETS, . . . . .		19,436 10
Miscellaneous assets : materials and supplies, . . . . .		55,381 16
TOTAL, . . . . .		\$1,666,519 40
LIABILITIES.		CR.
Capital stock, . . . . .		\$700,000 00
Funded debt, . . . . .		750,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$55,000 00	
Audited vouchers and accounts, . . . . .	21,647 84	
Salaries and wages, . . . . .	3,034 87	
TOTAL CURRENT LIABILITIES, . . . . .		79,682 71
Accrued liabilities :		
Interest accrued and not yet due, . . . . .	\$214 39	
Taxes accrued and not yet due, . . . . .	21,625 89	
Miscellaneous accrued liabilities : dividends declared, . . . . .	24,500 00	
TOTAL ACCRUED LIABILITIES, . . . . .		46,340 28
Sinking and other special funds :		
Accident suspense, . . . . .	\$9,813 64	
Reconstruction suspense, . . . . .	28,430 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		38,243 64
Profit and Loss balance (surplus), . . . . .		52,252 77
TOTAL, . . . . .		\$1,666,519 40
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$750,000 00	
Capital stock authorized by votes of company, . . . . .	700,000 00	
Capital stock issued and outstanding, . . . . .		\$700,000 00
Number of shares issued and outstanding, . . . . .	7,000	
Number of stockholders, . . . . .	12	
Number of stockholders in Massachusetts, . . . . .	12	
Amount of stock held in Massachusetts, . . . . .	\$700,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Brockton Street Railway Company first mortgage bonds, . . . . .	5	Oct. 1, 1924,	\$661,000 00	\$33,025 00
Brockton Street Railway Company debenture bonds, . . . . .	4½	April 1, 1905,	9,000 00	427 50
Brockton Street Railway Company debenture bonds, . . . . .	4½	April 1, 1906,	27,000 00	1,215 00
Brockton Street Railway Company debenture bonds, . . . . .	4½	April 1, 1910,	37,000 00	1,665 00
Brockton Street Railway Company debenture bonds, . . . . .	5	April 1, 1912,	16,000 00	800 00
TOTALS, . . . . .			\$750,000 00	\$37,132 50

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of accident suspense fund, .	\$5,624 17
Additions during the year to accident suspense fund, . . . . .	\$8,473 48
Additions during the year to reconstruction suspense fund, . . . . .	28,430 00
	36,903 48
TOTAL, INCLUDING ADDITIONS, . . . . .	\$42,527 65
Deductions during the year from accident suspense fund, .	4,284 01
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$38,243 64

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, .	7,273,966
Number carried per mile of main railway track operated, .	162,944
Number of round trips run, . . . . .	182,285
Number of car miles run, . . . . .	1,491,171
Average number of persons employed, . . . . .	225

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	53	
Open passenger cars equipped for electric power, . . . . .	66	
Total, . . . . .		119
Box passenger cars equipped for horse power, . . . . .	3	
Open passenger cars equipped for horse power, . . . . .	3	
Total, . . . . .		6
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		125
Construction, repair and other work cars, . . . . .		5
Number of all above cars with 8 wheels, . . . . .		24
Number of cars equipped with fenders, . . . . .		120

Number of cars equipped with heaters (electric), . . . . .	49
Snow ploughs (electric, 15; horse, 2), . . . . .	17
Carts and snow sleds, . . . . .	5
Other highway vehicles: express wagons, . . . . .	2
Electric motors, . . . . .	171
Horses, . . . . .	6
Harnesses, . . . . .	4
Other items of equipment:	
Line construction wagon, . . . . .	1
Milburn line hurry-up wagon, . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	36.087 miles.
Length of second main track, . . . . .	8.554 "
Total length of main track, . . . . .	44.641 "
Length of sidings, switches, etc., . . . . .	2.106 "
Total, computed as single track, . . . . .	46.747 "

System of electric motive power in use by the company: General Electric equipment.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Whitman, Stoughton, Holbrook, Avon, Randolph and Easton.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, South Avenue, Whitman, . . . . .	4	1
With New York, New Haven & Hartford Railroad, Park Street, Stoughton, . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	6	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	8	-	8	-	16
Employees, . . . . .	-	-	-	2	-	2
Other persons, . . . . .	-	-	-	6	-	6
TOTALS, . . . . .	-	8	-	16	-	24

## STATEMENT OF EACH ACCIDENT.

*Oct. 2, 1898.* — Woman stepped off moving car; injuries slight.

*October 6.* — Woman fell from moving car; injuries slight.

*November 5.* — Man fell from moving car; injuries slight.

*November 26.* — Cars collided during snow storm; woman slightly injured.

*December 10.* — Driver of team thrown out by collision with car; injuries slight.

*Jan. 25, 1899.* — Car left track, man thrown from front platform; injuries slight.

*January 30.* — Man stepped from car while it was in motion; injuries slight.

*February 19.* — Collision with pung which slewed in front of car, driver thrown out; injuries slight.

*February 24.* — Car left track, man thrown against body of car; injuries slight.

*February 27.* — Car left track, man thrown from front platform; injuries slight.

*May 12.* — Collision with team, driver thrown out; injuries slight.

*June 12.* — Man fell off running-board.

*July 5.* — Woman fell in stepping out of car; injuries slight.

*July 15.* — Collision with wagon, driver and another thrown out; injuries slight.

*July 19.* — Woman jumped from moving car; injuries slight.

*July 20.* — Employee thrown off top of car by shock, while fixing trolley.

*July 30.* — Man jumped from moving car; injuries slight.

*August 3.* — Rear-end collision of cars; woman alighting injured slightly.

*August 7.* — Man got off moving car and fell; injury.

*August 15.* — Rear truck jumped switch, two men thrown off rear platform; injuries slight.

*August 30.* — Employee struck by pole while moving on running-board; injuries slight.

*September 15.* — Collision with wagon, driver thrown out; injuries slight.

*September 16.* — Collision with wagon, driver thrown out; injuries slight.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John P. Morse, *President*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John P. Morse, Brockton, Mass. P. F. Sullivan, Lowell, Mass. Alfred A. Glasier, Boston, Mass. Simon Davis, Boston, Mass. Walter F. Pope, Boston, Mass. Fred B. Howard, Brockton, Mass. George H. Campbell, Lawrence, Mass. Horace B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN P. MORSE,  
FRED B. HOWARD,  
HORACE B. ROGERS,  
P. F. SULLIVAN,  
W. F. POPE,  
HENRY E. REYNOLDS,  
SIMON DAVIS,

*Directors.*

HENRY E. REYNOLDS,

*Treasurer.*

HORACE B. ROGERS,

*General Manager.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named John P. Morse, Fred B. Howard, Horace B. Rogers and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SEWALL P. HOWARD,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named W. F. Pope, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named P. F. Sullivan, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named Simon Davis, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANCIS W. ROBINSON,

*Justice of the Peace.*

# REPORT

## OF THE

### BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$79,704 23
Operating expenses, . . . . .	58,449 16
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$21,255 07
Charges upon income accrued during the year :	
Interest on funded debt, . . . . . \$10,000 00	
Interest and discount on unfunded debts and loans, . . . . . 5,358 29	
Taxes :	
State and municipal, . . . . . \$2,537 20	
Commutation, . . . . . 781 23	
	3,318 43
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	18,676 72
NET DIVISIBLE INCOME, . . . . .	\$2,578 35
Dividends declared (3 per cent), . . . . .	6,750 00
Deficit for the year ending September 30, 1899, . . . .	\$4,171 65
Amount of surplus September 30, 1898, . . . . .	13,622 49
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$9,450 84
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$77,325 44
Receipts from carriage of mails, . . . . .	397 53
Receipts from tolls for use of tracks by other companies, . .	1,529 48
Receipts from advertising in cars, . . . . .	400 00
Receipts from interest on deposits, . . . . .	51 78
GROSS EARNINGS FROM OPERATION, . . . . .	\$79,704 23
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$3,297 92
General office expenses and supplies, . . . . .	472 50
Insurance, . . . . .	4,301 48
Other general expenses : contingent expenses, . . . .	3,205 22

<b>Maintenance of roadway and buildings :</b>		
Repair of roadbed and track, . . . . .		\$3,282 00
Repair of electric line construction, . . . . .		171 11
Removal of snow and ice, . . . . .		4,409 79
Repair of buildings, . . . . .		284 97
<b>Maintenance of equipment :</b>		
Repair of cars and other vehicles, . . . . .		1,942 29
Repair of electric equipment of cars, . . . . .		742 39
<b>Transportation expenses :</b>		
Cost of electric motive power, \$23,211.84; less power sold, \$10,688.78; net, . . . . .		12,523 06
Wages and compensation of persons employed in conduct- ing transportation, . . . . .		17,338 58
Damages for injuries to persons and property, . . . . .		121 47
<b>Other transportation expenses :</b>		
Amusements, . . . . .		1,140 95
Car house expenses, . . . . .		1,975 72
Oil, waste, etc., . . . . .		3,239 71
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$58,449 16</b>
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway :</b>		
Extension of tracks, . . . . .	\$7,708 89*	
New electric line construction, . . . . .	219 99†	
Other additions to railway: coal trestle, . . . . .	2,425 00	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$10,353 88</b>
<b>Additions to equipment :</b>		
Additional cars (8 in number), . . . . .	\$10,361 27‡	
Electric equipment of same, . . . . .	7,523 36‡	
Other additions to equipment: equipment of machine shop, etc., . . . . .	1,676 85	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>19,561 48</b>
<b>Additions to land and buildings :</b>		
New electric power stations, including ma- chinery, etc., . . . . .	\$508 00	
Other new buildings necessary for operation of railway, . . . . .	66 33	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>574 33</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$30,489 69</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :</b>		
<b>Sold :</b>		
Three open and two box cars with trucks and sundry equipments, . . . . .	\$5,330 00	
Roadbed material, . . . . .	264 51	
Line material, . . . . .	15 00	
Insurance from loss by fire, . . . . .	3,108 73	
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>		<b>8,718 24</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$21,771 45</b>

\* Paving of tracks and fulfilling other requirements of franchise, new turnouts, etc.

† Improvements.

‡ To replace equipments sold and loss by fire, including 12 additional motors.

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		DR.	
Cost of railway :			
Roadway and tracks, . . . . .	\$279,968	17	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	68,337	38	
Engineering and other expenses incident to construction, . . . . .	13,409	35	
TOTAL COST OF RAILWAY OWNED, . . . . .			\$361,714 90
Cost of equipment :			
Cars and other rolling stock and vehicles, . . . . .	\$33,068	09	
Electric equipment of same, . . . . .	29,296	27	
Other items of equipment: snow ploughs, tools and wagons, . . . . .	10,724	77	
TOTAL COST OF EQUIPMENT OWNED, . . . . .			73,089 13
Cost of land and buildings :			
Land necessary for operation of railway, . . . . .	\$1,280	00	
Electric power stations, including equipment, . . . . .	85,987	99	
Other buildings necessary for operation of railway, . . . . .	20,478	54	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			107,746 53
TOTAL PERMANENT INVESTMENTS, . . . . .			\$542,550 56
Cash and current assets :			
Cash, . . . . .	\$2,165	75	
Bills and accounts receivable, . . . . .	6,267	14	
Other cash and current assets :			
Advance insurance premiums, . . . . .	546	69	
Prepaid taxes, . . . . .	845	73	
Prepaid interest, . . . . .	753	70	
TOTAL CASH AND CURRENT ASSETS, . . . . .			10,579 01
TOTAL, . . . . .			\$553,129 57
LIABILITIES.		CR.	
Capital stock, . . . . .			\$225,000 00
Funded debt, . . . . .			200,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$110,313	80	
Audited vouchers and accounts, . . . . .	2,275	69	
TOTAL CURRENT LIABILITIES, . . . . .			112,589 49
Accrued liabilities :			
Interest accrued and not yet due, . . . . .	\$1,769	29	
Taxes accrued and not yet due, . . . . .	4,164	16	
Miscellaneous accrued liabilities: outstand- ing tickets, . . . . .	155	79	
TOTAL ACCRUED LIABILITIES, . . . . .			6,089 24
Profit and Loss balance (surplus), . . . . .			9,450 84
TOTAL, . . . . .			\$553,129 57

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$225,000 00	\$225,000 00
Capital stock authorized by votes of company, . . . . .	225,000 00	
Capital stock issued and outstanding, . . . . .	. . . . .	
Number of shares issued and outstanding, . . . . .	2,250	
Number of stockholders, . . . . .	22	
Number of stockholders in Massachusetts, . . . . .	21	
Amount of stock held in Massachusetts, . . . . .	\$224,900 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Aug. 1, 1917,	\$200,000 00	\$10,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,555,760
Number carried per mile of main railway track operated, . . . . .	75,277
Number of round trips run, . . . . .	11,404
Number of car miles run, . . . . .	466,675
Average number of persons employed, . . . . .	50

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	11
Open passenger cars equipped for electric power, . . . . .	13
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	24
Number of above cars with 8 wheels, . . . . .	8
Number of cars equipped with fenders, . . . . .	24
Number of cars equipped with heaters (electric), . . . . .	11
Snow ploughs (electric), . . . . .	4
Carts and snow sleds, . . . . .	3
Other highway vehicles: wagons, . . . . .	2
Electric motors, . . . . .	56
Horses, . . . . .	1
Harnesses (single), . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 20.463	Miles. .204	Miles. 20.667
Length of sidings, switches, etc., . . . . .	.707	-	.707
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	21.170	.204	21.374



System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Taunton, West Bridgewater, Bridgewater and Raynham.

#### GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Dean Street, Taunton, . . . . .	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	6	-	7
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	-	6	-	6
TOTALS, . . . . .	-	1	-	13	-	14

#### STATEMENT OF EACH ACCIDENT.

*Nov. 17, 1898.* — Boy fell in trying to get on moving car; injuries slight.  
*December 3.* — Man hit by passing car; injuries slight.  
*December 30.* — Conductor fell from car.  
*March 18, 1899.* — Woman thrown by sudden starting of car; injuries slight.  
*May 9.* — Man fell from moving car; injuries slight.  
*June 24.* — Woman jumped from moving car; injuries slight.  
*July 2.* — Man stepped from moving car; injuries slight.  
*July 5.* — Man stepped from moving car; injuries slight.  
*July 9.* — Young woman jumped from moving car; ankle fractured.  
*July 17.* — Man fell out of car while pulling curtain; injuries slight.  
*August 2.* — Collision with team, driver thrown out; injuries slight.  
*August 3.* — Man stepped in front of moving car; injuries slight.  
*August 5.* — Man fell while trying to board moving car; injuries slight.  
*September 22.* — Collision with team, driver thrown out; injuries slight.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY CO.,  
 203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. James F. Shaw, *Vice-President*, Boston, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. William Jones, Brockton, Mass. Charles B. Gardiner, Raynham, Mass. A. B. Williams, Taunton, Mass. S. Reed Anthony, Boston, Mass. James F. Shaw, Boston, Mass. P. F. Sullivan, Lowell, Mass. Horace B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN J. WHIPPLE,  
WILLIAM JONES,  
HORACE B. ROGERS,  
ALFRED B. WILLIAMS,  
P. F. SULLIVAN,  
HENRY E. REYNOLDS,  
CHARLES B. GARDINER,  
*Directors.*  
HENRY E. REYNOLDS,  
*Treasurer.*  
HORACE B. ROGERS,  
*General Manager.*

---

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named William Jones, Horace B. Rogers and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, SEWALL P. HOWARD,  
*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. RAYNHAM, Oct. 31, 1899. Then personally appeared the above-named Charles B. Gardiner, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, NATHAN W. SHAW,  
*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. TAUNTON, Oct. 31, 1899. Then personally appeared the above-named Alfred B. Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ABBOTT W. LEONARD,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named John J. Whipple, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

---

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named P. F. Sullivan, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

## REPORT

OF THE

BROCKTON & EAST BRIDGEWATER STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$19,339 01
Operating expenses, . . . . .	16,342 35
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,996 66
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$1,500 00
Interest and discount on unfunded debts and loans, . . . . .	670 78
Taxes:	
State and municipal, . . . . .	\$480 36
Commutation, . . . . .	193 18
	673 54
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,844 32
NET DIVISIBLE INCOME, . . . . .	\$152 34
Dividends declared (2½ per cent), . . . . .	1,250 00
Deficit for the year ending September 30, 1899, . . . . .	\$1,097 66
Amount of surplus September 30, 1898, . . . . .	2,727 48
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$1,629 82
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$19,242 52
Receipts from advertising in cars, . . . . .	75 00
Receipts from interest on deposits, . . . . .	21 49
GROSS EARNINGS FROM OPERATION, . . . . .	\$19,339 01

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$963 28
General office expenses and supplies, . . . . .	84 29
Insurance, . . . . .	1,027 48
Other general expenses: contingent expenses, . . . . .	712 44
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	962 03
Repair of electric line construction, . . . . .	202 87
Removal of snow and ice, . . . . .	575 60
Repair of buildings, . . . . .	44 07
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	508 28
Repair of electric equipment of cars, . . . . .	213 77
Transportation expenses :	
Cost of electric motive power, . . . . .	3,964 76
Wages and compensation of persons employed in conducting transportation, . . . . .	4,820 54
Damages for injuries to persons and property, . . . . .	17 20
Tolls for trackage over other railways, . . . . .	1,519 21
Other transportation expenses :	
Car house expenses, . . . . .	623 30
Oil, waste, etc., . . . . .	103 23
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$16,342 35</b>
PROPERTY ACCOUNTS.	
Additions to railway :	
Extension of tracks, . . . . .	\$1,133 57*
New electric line construction (length, 500 feet, feed wire), . . . . .	80 00
Other additions to railway: replacing trolley wire destroyed by fire, . . . . .	53 33
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$1,266 90</b>
Additions to equipment :	
Additional cars, . . . . .	\$5,385 90†
Electric equipment of same, . . . . .	4,258 44†
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>9,644 34</b>
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	9,079 88†
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$19,991 12</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
Insurance from loss by fire, . . . . .	\$13,000 00
Equipments sold, . . . . .	625 00
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>13,625 00</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$6,366 12</b>

\* Uncompleted construction of road and original requirements of franchise.

† To replace loss by fire, and improvements.



## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.	
Cost of railway :			
Roadway and tracks, . . . . .	\$49,692	36	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	13,691	09	
Engineering and other expenses incident to construction, . . . . .	2,455	36	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>			<b>\$65,838 81</b>
Cost of equipment :			
Cars and other rolling stock and vehicles, . . . . .	\$7,722	00	
Electric equipment of same, . . . . .	6,660	59	
Other items of equipment: snow ploughs, tools, etc., . . . . .	2,090	30	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>			<b>16,472 89</b>
Cost of land and buildings :			
Land necessary for operation of railway, . . . . .	\$500	00	
Buildings necessary for operation of railway, . . . . .	12,957	44	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>			<b>13,457 44</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>			<b>\$95,769 14</b>
Cash and current assets :			
Cash, . . . . .	\$3,639	99	
Bills and accounts receivable, . . . . .	688	39	
Other cash and current assets :			
Advance insurance premiums, . . . . .	113	33	
Prepaid taxes, . . . . .	160	12	
Prepaid interest, . . . . .	131	52	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>			<b>4,733 35</b>
<b>TOTAL, . . . . .</b>			<b>\$100,502 49</b>
LIABILITIES.		Cr.	
Capital stock, . . . . .			
Funded debt, . . . . .			\$50,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$15,200	00	
Audited vouchers and accounts, . . . . .	2,533	70	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>			<b>17,733 70</b>
Accrued liabilities :			
Interest accrued and not yet due, . . . . .	\$262	82	
Taxes accrued and not yet due, . . . . .	833	66	
Miscellaneous accrued liabilities: outstand- ing tickets, . . . . .	42	49	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>			<b>1,138 97</b>
<b>Profit and Loss balance (surplus), . . . . .</b>			<b>1,629 82</b>
<b>TOTAL, . . . . .</b>			<b>\$100,502 49</b>

CAPITAL STOCK.			
Capital stock authorized by law, . . . .	\$50,000 00		
Capital stock authorized by votes of company, . . . .	50,000 00		
Capital stock issued and outstanding, . . . .			\$50,000 00
Number of shares issued and outstanding, . . . .	500		
Number of stockholders, . . . .	8		
Number of stockholders in Massachusetts, . . . .	8		
Amount of stock held in Massachusetts, . . . .	\$50,000 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds (February 1, 1898), . . . .	5	Feb. 1, 1918, .	\$30,000 00	\$1,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . .	386,223
Number carried per mile of main railway track operated, . . . .	41,592
Number of round trips run, . . . .	6,690
Number of car miles run, . . . .	112,263
Average number of persons employed, . . . .	12

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	3
Open passenger cars equipped for electric power, . . . .	3
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	6
Number of cars equipped with fenders, . . . .	6
Number of cars equipped with heaters (electric), . . . .	3
Electric motors, . . . .	12

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . .	4.195	5.091	9.286
Length of sidings, switches, etc., . . . .	.130	-	.130
TOTAL, COMPUTED AS SINGLE TRACK, . . . .	4.325	5.091	9.416

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, West Bridgewater and East Bridgewater.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Central Street, East Bridgewater, . . . . .	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 16, 1898. — Man fell from rear platform; injuries slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & EAST BRIDGEWATER STREET RAILWAY COMPANY,  
203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. James F. Shaw, *Vice-President*, Boston, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. James F. Shaw, Boston, Mass. Wm. Jones, Brockton, Mass. Robert O. Harris, East Bridgewater, Mass. P. F. Sullivan, Lowell, Mass. Horace B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN J. WHIPPLE,  
WILLIAM JONES,  
HORACE B. ROGERS,  
P. F. SULLIVAN,  
HENRY E. REYNOLDS,  
*Directors.*  
HENRY E. REYNOLDS,  
*Treasurer.*  
HORACE B. ROGERS,  
*General Manager.*

---

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named William Jones, Horace B. Rogers and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, SEWALL P. HOWARD,  
*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named John J. Whipple, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, HENRY E. REYNOLDS,  
*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named P. F. Sullivan, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, HENRY E. REYNOLDS,  
*Justice of the Peace.*

## REPORT

OF THE

BOSTON, MILTON & BROCKTON STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation July 11, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$10,989 30
Operating expenses, . . . . .	6,722 99
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$4,266 31
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$694 45
Interest and discount on unfunded debts and loans, . . . . .	958 75
Taxes :	
State and local, . . . . .	\$543 53
Commutation, . . . . .	109 93
	653 46
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,306 66
NET DIVISIBLE INCOME, . . . . .	\$1,959 65
Surplus for the year ending September 30, 1899, . . .	\$1,959 65
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$1,959 65
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$10,989 30
GROSS EARNINGS FROM OPERATION, . . . . .	\$10,989 30
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$425 24
General office expenses and supplies, . . . . .	340 86
Legal expenses, . . . . .	240 73
Insurance, . . . . .	165 83
Other general expenses : directors' fees, . . . . .	9 00



Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	\$138 00
Repair of electric line construction, . . . . .	16 70
Maintenance of equipment: repair of cars and other vehicles,	255 37
Transportation expenses:	
Cost of electric motive power, . . . . .	1,933 22
Wages and compensation of persons employed in conducting transportation, . . . . .	1,771 88
Damages for injuries to persons and property, . . . . .	1,105 00
Other transportation expenses: oil and waste for cars, printing and advertising, . . . . .	321 16
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$6,722 99</b>

## PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 54,722 feet), . .	\$84,289 68	
New electric line construction (length, 54,722 feet), . . . . .	51,274 17	
Other additions to railway:		
Engineering, etc., . . . . .	8,279 49	
Interest during construction, . . . . .	4,973 70	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$148,817 04</b>
Additions to equipment:		
Additional cars (15 in number) and electric equipment of same, . . . . .	\$38,253 82	
Other additions to equipment:		
Office furniture and fixtures, . . . . .	72 50	
Tools and miscellaneous, . . . . .	471 90	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>38,798 22</b>
Additions to land and buildings:		
Additional land necessary for operation of railway, . . . . .	\$2,600 42	
New buildings necessary for operation of railway, . . . . .	9,292 02	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>11,892 44</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$199,507 70</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1889.

	ASSETS.	DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$147,289 68	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	51,274 17	
Interest accrued during construction of railway, . . . . .	5,036 50	
Engineering and other expenses incident to construction, . . . . .	11,196 08	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$214,796 43</b>

<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$38,253 82	
Other items of equipment: tools, office furniture and miscellaneous, . . . . .	544 40	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		\$38,798 22
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$4,115 42	
Buildings necessary for operation of railway, . . . . .	11,830 27	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		15,945 69
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		\$269,540 34
<b>Cash and current assets:</b>		
Cash, . . . . .	\$8,370 89	
Other cash and current assets: prepaid taxes and insurance, . . . . .	343 34	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		8,714 23
<b>TOTAL, . . . . .</b>		\$278,254 57
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$120,000 00
Funded debt, . . . . .		100,000 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$51,500 00	
Audited vouchers and accounts, . . . . .	3,544 92	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		55,044 92
<b>Accrued liabilities: interest accrued and not yet due, . . . . .</b>		1,250 00
<b>Profit and Loss balance (surplus), . . . . .</b>		1,959 65
<b>TOTAL, . . . . .</b>		\$278,254 57
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$120,000 00	
Capital stock authorized by votes of company, . . . . .	120,000 00	
Capital stock issued and outstanding, . . . . .		\$120,000 00
Number of shares issued and outstanding, . . . . .	1,200	
Number of stockholders, . . . . .	27	
Number of stockholders in Massachusetts, . . . . .	27	
Amount of stock held in Massachusetts, . . . . .	\$120,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year gold, . . . . .	Per Cent. 5	July 1, 1919,	\$100,000 00	\$694 45

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	220,412
Number carried per mile of main railway track operated, .	21,980
Number of round trips run, . . . . .	5,148
Number of car miles run, . . . . .	52,311
Average number of persons employed, . . . . .	15
Company commenced operation July 11, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	7
Open passenger cars equipped for electric power, . . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	
	15
Construction, repair and other work cars, . . . . .	2
Number of all above cars with 8 wheels, . . . . .	8
Number of cars equipped with fenders, . . . . .	15
Number of cars equipped with heaters (electric), . . . .	7
Electric motors, . . . . .	30

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	9.048 miles.
Length of second main track, . . . . .	.980 "
Total length of main track, . . . . .	10.028 "
Length of sidings, switches, etc., . . . . .	.336 "
Total, computed as single track, . . . . .	10.364 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Milton, Quincy and Randolph.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	5	-	-	-	5
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	5	-	1	-	6

## STATEMENT OF EACH ACCIDENT.

July 30, 1899. — Head-on collision: five passengers and one employee slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, MILTON & BROCKTON STREET RAILWAY COMPANY,  
QUINCY, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. John R. Graham, *General Manager*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Philip L. Saltonstall, Milton, Mass. Fred'k H. Smith, Quincy, Mass. John R. Graham, Quincy, Mass. Eugene N. Foss, Boston, Mass. Gordon Abbott, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,  
P. F. SULLIVAN,  
J. H. GOODSPEED,  
PHILIP L. SALTONSTALL,  
FRED'K H. SMITH,  
*Directors.*  
ALONZO F. WALTER,  
*Treasurer.*  
BENJ. J. WEEKS,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Philip L. Saltonstall, Alonzo F. Walter and Benj. J. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,  
*Justice of the Peace.*

# REPORT

## OF THE

### CITIZENS' ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[The Citizens' Electric Street Railway Company purchased the property and franchises of the Newburyport & Amesbury Horse Railroad Company, of Newburyport, Mass., at a receiver's sale, on May 4, 1899, and is now reconstructing and re-equipping the property. Commenced operation May 4, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$28,109 96
Operating expenses, . . . . .	12,688 43
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$15,421 53
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and	
loans, . . . . .	\$1,690 13
Taxes, . . . . .	952 73
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,642 86
Surplus for the year ending September 30, 1899, . . . . .	\$12,778 67
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$12,778 67
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$27,703 86
Receipts from tolls for use of tracks by other companies, . . . . .	299 90
Receipts from advertising in cars, . . . . .	75 00
Other earnings from operation: rents, . . . . .	31 20
GROSS EARNINGS FROM OPERATION, . . . . .	\$28,109 96
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$883 73
General office expenses and supplies, . . . . .	270 30
Insurance, . . . . .	663 31
Other general expenses, . . . . .	110 14
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	545 16
Repair of electric line construction, . . . . .	216 07
Repair of buildings, . . . . .	24 71



<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	\$500 96
Repair of electric equipment of cars, . . . . .	707 57
<b>Transportation expenses :</b>	
Cost of electric motive power, \$3,433.63; less power sold, \$1,735.95; net, . . . . .	1,697 68
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	6,720 87
Damages for injuries to persons and property, . . . . .	175 50
Other transportation expenses : oil, cotton waste, grease, etc., . . . . .	172 43
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$12,688 43</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
<b>Cost of railway :</b>		
Purchase price paid at receiver's sale, . . . . .	\$190,000 00	
Roadway and tracks (paid on account recon- struction), . . . . .	65,143 01	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$255,143 01</b>
<b>Cash and current assets :</b>		
Cash, . . . . .	\$50,622 85	
Bills and accounts receivable, . . . . .	450 61	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>51,073 46</b>
<b>TOTAL, . . . . .</b>		<b>\$306,216 47</b>
LIABILITIES.		Cr.
<b>Capital stock (amount paid in), . . . . .</b>		
		\$190,000 00
<b>Current liabilities :</b>		
Loans and notes payable, . . . . .	\$102,040 00	
Audited vouchers and accounts, . . . . .	1,397 80	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>103,437 80</b>
<b>Profit and Loss balance (surplus), . . . . .</b>		<b>12,778 67</b>
<b>TOTAL, . . . . .</b>		<b>\$306,216 47</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$190,000 00	
Capital stock authorized by votes of company, . . . . .	190,000 00	
Amount paid in on 1,900 shares not yet issued, . . . . .		\$190,000 00
Number of stockholders, . . . . .	26	
Number of stockholders in Massachusetts, . . . . .	25	
Amount of stock held in Massachusetts, . . . . .	\$185,000 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	583,282
Number carried per mile of main railway track operated, . . . . .	32,974
Number of round trips run, . . . . .	15,450
Number of car miles run, . . . . .	113,630
Average number of persons employed, . . . . .	45
Company commenced operation May 4, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	12
Open passenger cars equipped for electric power, . . .	15
TOTAL PASSENGER CARS OF ALL KINDS, . . .	27
Construction, repair and other work cars, . . .	2
Number of all above cars with 8 wheels, . . .	5
Number of cars equipped with fenders, . . .	27
Number of cars equipped with heaters (electric), . . .	12
Snow ploughs (electric), . . .	3
Carts and snow sleds, . . .	3
Other highway vehicles: 1 Goddard buggy, 1 Concord wagon and 2 other wagons, . . .	4
Electric motors, . . .	36
Horses, . . .	3
Harnesses (double, 1; single, 2), . . .	3

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	17.689 miles.
Length of sidings, switches, etc., . . .	.566 "
Total, computed as single track, . . .	18.255 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport, Newbury, Amesbury and Merrimac.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston & Maine Railroad, Purchase Street, Newburyport, .	1	1

Number of above crossings at which *frogs* are inserted in the track, . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	2	-	-	-	2
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	3	-	-	-	3
TOTALS, . . .	-	5	-	-	-	5

## STATEMENT OF EACH ACCIDENT.

July 3, 1899. — Car left rail, slightly injuring one passenger.

July 6. — Horse backed team into car, throwing out driver; slight injury.

July 27. — Horse, frightened at car, backed carriage into car, throwing man and woman out, slightly injuring them.

August 14. — Car started while lady was getting off car, throwing her against seat; slightly shaken up.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

CITIZENS' ELECTRIC STREET RAILWAY COMPANY,  
NEWBURYPORT, MASS.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William M. Butler, *President*, Tremont Building, Boston, Mass. John H. Cunningham, *Vice-President*, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles C. Benson, *Superintendent*, Newburyport, Mass.

---

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William M. Butler, Boston, Mass. John H. Cunningham, Boston, Mass. Alexander B. Bruce, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. H. Fisher Eldredge, Portsmouth, N. H. Albert D. Bosson, Boston, Mass. Albert C. Titcomb, Newburyport, Mass. George A. Butman, Malden, Mass. Edward P. Shaw, Jr., Brookline, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM M. BUTLER,  
GEO. A. BUTMAN,  
H. FISHER ELDREDGE,  
E. P. SHAW, JR.,  
E. R. MCPHERSON,  
*Directors.*  
GEO. A. BUTMAN,  
*Treasurer.*  
C. C. BENSON,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 11, 1899. Then personally appeared the above-named Wm. M. Butler, Geo. A. Butman, H. Fisher Eldredge, E. P. Shaw, Jr., E. R. McPherson and C. C. Benson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,  
*Justice of the Peace.*

## REPORT

OF THE

## CLINTON &amp; HUDSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks, . . . . .	\$68,200	00	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	15,000	00	
Engineering and other expenses incident to construction, . . . . .	205	15	
<hr/>			
TOTAL COST OF RAILWAY OWNED, . . . . .			\$83,405 15
Cost of equipment:			
Cars and other rolling stock and vehicles, . . . . .	\$2,510	00	
Electric equipment of same, . . . . .	2,500	00	
<hr/>			
TOTAL COST OF EQUIPMENT OWNED, . . . . .			5,010 00
<hr/>			
TOTAL PERMANENT INVESTMENTS, . . . . .			\$88,415 15
Cash and current assets: cash, . . . . .			19,734 85
<hr/>			
TOTAL, . . . . .			\$108,150 00
<hr/>			
LIABILITIES.		CR.	
Capital stock (amount paid in), . . . . .			\$51,150 00
Current liabilities: loans and notes payable, . . . . .			57,000 00
<hr/>			
TOTAL, . . . . .			\$108,150 00
<hr/>			
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$100,000	00	
Capital stock authorized by votes of company, . . . . .	100,000	00	
Amount paid in on 1,000 shares not yet issued, . . . . .			\$51,150 00
Number of stockholders, . . . . .		20	
Number of stockholders in Massachusetts, . . . . .		20	
Amount of stock held in Massachusetts, . . . . .	\$51,150	00	

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CLINTON &amp; HUDSON STREET RAILWAY COMPANY,

CLINTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander S. Paton, *President*, Leominster, Mass. Jerome Marble, *Vice-President*, Worcester, Mass. Walter R. Dame, *Treasurer, Clerk of Corporation and General Counsel*, Clinton, Mass. Theodore S. Johnson, *Auditor*, Worcester, Mass. John W. Ogden, *Superintendent*, Boylston Centre, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander S. Paton, Leominster, Mass. Jerome Marble, Worcester, Mass. Walter R. Dame, Clinton, Mass. William S. Reed, Leominster, Mass. John G. Peters, Berlin, Mass. Charles A. Kabley, Worcester, Mass. William H. Tylee, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEXANDER S. PATON,  
JEROME MARBLE,  
WILLIAM S. REED,  
CHARLES A. KABLEY,  
WALTER R. DAME,  
*Directors.*  
WALTER R. DAME,  
*Treasurer.*  
JOHN W. OGDEN,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 18, 1899. Then personally appeared the above-named Alexander S. Paton, Jerome Marble, William S. Reed, Charles A. Kabley and Walter R. Dame, directors, Walter R. Dame, treasurer, and John W. Ogden, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES M. THAYER,  
*Justice of the Peace.*



## REPORT

OF THE

## COMMONWEALTH AVENUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$72,665 73
Operating expenses, . . . . .	50,155 89
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$22,509 84
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$3,750 00	
Taxes, . . . . . 4,503 87	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	8,253 87
NET DIVISIBLE INCOME, . . . . .	\$14,255 97
Dividends declared (5 per cent), . . . . .	12,900 00
Surplus for the year ending September 30, 1899, . . . . .	\$1,355 97
Amount of surplus September 30, 1898, . . . . .	2,097 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$3,452 97
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$68,716 92
Receipts from tolls for use of tracks by other companies, . . . . .	990 77
Receipts from rentals of buildings and other property, . . . . .	2,553 62
Receipts from advertising in cars, . . . . .	245 80
Receipts from interest on deposits, . . . . .	158 62
GROSS EARNINGS FROM OPERATION, . . . . .	\$72,665 73
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$6,820 69
General office expenses and supplies, . . . . .	791 44
Legal expenses, . . . . .	126 21
Insurance, . . . . .	842 25
Other general expenses: contingent expense account, . . . . .	203 15
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	1,219 63
Repair of electric line construction, . . . . .	1,034 77
Removal of snow and ice, . . . . .	803 60
Repair of buildings, . . . . .	263 78

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$3,384 52
Repair of electric equipment of cars, . . . . .	1,385 15
Renewal of horses, harnesses, shoeing, etc., . . . . .	280 17
Transportation expenses:	
Cost of electric motive power, . . . . .	11,417 80
Provender for horses, . . . . .	165 66
Wages and compensation of persons employed in conducting transportation, . . . . .	16,172 88
Damages for injuries to persons and property, . . . . .	156 25
Tolls for trackage over other railways, . . . . .	17 20
Rentals of buildings and other property, . . . . .	900 73
Other transportation expenses: car house expenses, \$2,-335.94; lubricant and waste, \$154.42; electric supplies, \$54.89; wrecking, \$9.47; repairing snow ploughs, \$242.87; repairing tools, \$35.15; maintenance of waiting rooms, \$336.50; water rates, \$115.17; heating cars, \$729.60; advertising, \$156, . . . . .	4,170 01
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$50,155 89</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 6,143 feet), . . . . .	\$26,807 72
New electric line construction (length, 6,143 feet), . . . . .	2,135 24
Other additions to railway:	
Interest on account construction, . . . . .	998 42
Engineering and other expenses account construction, . . . . .	608 11
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$30,549 49</b>
Additions to equipment:	
Additional cars and electric equipment of same, . . . . .	\$40 89
Other additional rolling stock and vehicles, . . . . .	172 49
Other additions to equipment: harnesses, etc., . . . . .	35 25
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>248 63</b>
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	
<b>850 34</b>	
Additions to other permanent property:	
Office furniture, . . . . .	\$47 30
Tools, . . . . .	322 45
<b>TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . . . . .</b>	<b>369 75</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$32,018 21</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$142,058 07	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	27,378 26	
Interest accrued during construction of railway, . . . . .	7,892 94	
Engineering and other expenses incident to construction, . . . . .	8,345 55	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$185,674 82</b>

<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$56,411 41	
Electric equipment of same, . . . . .	33,732 46	
Horses, . . . . .	125 00	
Other items of equipment: harnesses, etc., . . . . .	87 59	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		\$90,356 46
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$21,024 80	
Buildings necessary for operation of railway, . . . . .	60,808 24	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		81,833 04
<b>Other permanent property:</b>		
Office furniture, . . . . .	\$871 38	
Tools, . . . . .	626 04	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		1,497 42
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		\$359,361 74
<b>Cash and current assets:</b>		
Cash, . . . . .	\$9,731 69	
Bills and accounts receivable, . . . . .	2,572 85	
Other cash and current assets: advance insurance premium, . . . . .	1,015 93	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		13,320 47
Miscellaneous assets: materials and supplies, . . . . .		3,452 86
<b>TOTAL, . . . . .</b>		\$376,135 07
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$258,000 00
Funded debt, . . . . .		75,000 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$27,500 00	
Audited vouchers and accounts, . . . . .	7,065 38	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		34,565 38
<b>Accrued liabilities:</b>		
Interest accrued and not yet due, . . . . .	\$625 00	
Taxes accrued and not yet due, . . . . .	4,491 72	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		5,116 72
<b>Profit and Loss balance (surplus), . . . . .</b>		3,452 97
<b>TOTAL, . . . . .</b>		\$376,135 07
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$292,000 00	
Capital stock authorized by votes of company, . . . . .	292,000 00	
Capital stock issued and outstanding, . . . . .		\$258,000 00
Number of shares issued and outstanding, . . . . .	2,580	
Number of stockholders, . . . . .	22	
Number of stockholders in Massachusetts, . . . . .	22	
Amount of stock held in Massachusetts, . . . . .	\$258,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Feb. 1, 1916,	\$75,000 00	\$3,750 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,432,884
Number carried per mile of main railway track operated, .	110,853
Number of round trips run, . . . . .	44,989
Number of car miles run, . . . . .	377,670
Average number of persons employed, . . . . .	45

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	11
Open passenger cars equipped for electric power, . . .	28
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>39</b>
Construction, repair and other work cars, . . . . .	3
Number of all above cars with 8 wheels, . . . . .	16
Number of cars equipped with fenders, . . . . .	39
Number of cars equipped with heaters (electric), . . . . .	11
Snow ploughs (electric), . . . . .	2
Carts and snow sleds, . . . . .	2
Other highway vehicles: repair wagon, . . . . .	1
Electric motors, . . . . .	74
Horses, . . . . .	1
Harnesses (single), . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 6.823	Miles. .550	Miles. 7.373
Length of second main track, . . . . .	5.553	-	5.553
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>12.376</b>	<b>.550</b>	<b>12.926</b>
Length of sidings, switches, etc., . . . . .	.847	-	.847
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>13.223</b>	<b>.550</b>	<b>13.773</b>

System of electric motive power in use by the company: overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Newton.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	1	-	2
Employees, . . . . .	-	-	-	2	-	2
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	1	-	4	-	5

## STATEMENT OF EACH ACCIDENT.

Child injured by feather duster falling on her head.

Girl riding bicycle collided with car.

Woman stepped off moving car.

Conductor fell off running-board.

Electrician fell off service car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

COMMONWEALTH AVENUE STREET RAILWAY COMPANY,  
NEWTONVILLE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Leonard D. Ahl, *Treasurer*, Newtonville, Mass. Alanson L. Daniels, *Clerk of Corporation*, 40 Water Street, Boston, Mass. Wm. H. Coolidge, *General Counsel*, 53 State Street, Boston, Mass. Newell C. Smith, *Superintendent*, Auburndale, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Leonard D. Ahl, Boston, Mass. William H. Coolidge, Newton Centre, Mass. Charles H. Cole, Brookline, Mass. Alanson L. Daniels, Brookline, Mass. William Claflin, Newtonville, Mass. Walter B. Phillips, Newton Centre, Mass. Adams D. Claflin, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

LEONARD D. AHL,  
WILLIAM CLAFLIN,  
ADAMS D. CLAFLIN,  
WALTER B. PHILLIPS,  
ALANSON L. DANIELS,  
WILLIAM H. COOLIDGE,  
CHARLES H. COLE,  
*Directors.*

LEONARD D. AHL,  
*Treasurer.*  
NEWELL C. SMITH,  
*Superintendent.*



## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 27, 1899. Then personally appeared the above-named Leonard D. Ahl, William Clafin, Adams D. Clafin, Walter B. Phillips, Alanson L. Daniels, William H. Coolidge and Charles H. Cole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA D. UPTON,

*Justice of the Peace*

## REPORT

OF THE

## CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$7,235 63
Operating expenses, . . . . .	4,641 43
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,594 20
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans, . . . . .	\$2,900 14
Taxes, . . . . .	506 48
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	3,406 62
Deficit for the year ending September 30, 1899, . . . . .	\$812 42
Amount of deficit September 30, 1898, . . . . .	8,697 24
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$9,509 66
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$2,744 77
Receipts from carriage of mails, . . . . .	375 72
Receipts from carriage of express and parcels, . . . . .	480 11
Receipts from carriage of freight, . . . . .	3,635 03
GROSS EARNINGS FROM OPERATION, . . . . .	\$7,235 63
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$391 25
General office expenses and supplies, . . . . .	71 00
Insurance, . . . . .	25 00
Maintenance of roadway and buildings : repair of roadbed and track, . . . . .	554 61
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	75 74
Repair of electric equipment of cars, . . . . .	311 40

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**Transportation expenses:**

Cost of electric motive power, . . . . .	\$1,696 73
Wages and compensation of persons employed in conducting transportation, . . . . .	1,375 70
Rentals of buildings and other property, . . . . .	115 00
Other transportation expenses: car service, . . . . .	25 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$4,641 43</b>

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**PROPERTY ACCOUNTS.**

Additions to railway: extension of tracks, . . . . .	\$2,000 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$2,000 00</b>

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**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****Dr.**

<b>Cost of railway:</b>		
Roadway and tracks, . . . . .	\$55,878 79	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	6,809 76	
Interest accrued during construction of railway, . . . . .	521 51	
Engineering and other expenses incident to construction, . . . . .	2,472 50	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		\$65,682 56
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$3,660 50	
Electric equipment of same, . . . . .	2,228 61	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		5,889 11
<b>Cost of land and buildings:</b>		
Electric power stations, including equipment, . . . . .	\$8,853 04	
Other buildings necessary for operation of railway, . . . . .	326 82	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		9,179 86
Other permanent property: Laidley property, . . . . .		1,500 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		\$82,251 53
<b>Cash and current assets:</b>		
Cash, . . . . .	\$137 13	
Bills and accounts receivable, . . . . .	2,262 28	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		2,399 41
<b>Profit and Loss balance (deficit), . . . . .</b>		9,509 66
<b>TOTAL, . . . . .</b>		<b>\$94,160 60</b>

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**LIABILITIES.****Cr.**

<b>Capital stock, . . . . .</b>		\$35,900 00
<b>Real estate mortgages, . . . . .</b>		900 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$53,873 63	
Audited vouchers and accounts, . . . . .	1,513 34	
Salaries and wages, . . . . .	902 07	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		56,289 04

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Accrued liabilities:		
Interest accrued and not yet due, . . .	\$565 08	
Taxes accrued and not yet due, . . .	506 48	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>\$1,071 56</b>
<b>TOTAL, . . . . .</b>		<b>\$94,160 60</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . .	\$100,000 00	
Capital stock authorized by votes of company, . . .	42,000 00	
Capital stock issued and outstanding, . . . . .		\$35,800 00
Amount paid in on 2 shares not yet issued, . . . . .		100 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . . . .</b>		<b>\$35,900 00</b>
Number of shares issued and outstanding, . . .	358	
Number of stockholders, . . . . .	80	
Number of stockholders in Massachusetts, . . .	76	
Amount of stock held in Massachusetts, . . .	\$30,800 00	

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Laidley property, . . . . .	5	Demand, . .	\$900 00	\$45 00

## FUNDED DEBT.

\$35,000 six per cent mortgage bonds issued and used as collateral for the notes of the company.

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . .	55,098
Number carried per mile of main railway track operated, . . .	9,323
Number of round trips run, . . . . .	1,664
Number of car miles run, . . . . .	25,844
Average number of persons employed, . . . . .	6

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Freight cars (box, 3; open, 3), . . . . .	6
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	1
Number of cars equipped with heaters (stoves), . . . . .	2
Electric motors, . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

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Length of railway line, . . . . .	5.910 miles.
Length of sidings, switches, etc., . . . . .	.440 "
Total, computed as single track, . . . . .	6.350 "

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System of electric motive power in use by the company : General Electric.  
Names of the several cities and towns in which the railways operated by the  
company are located : Conway and Deerfield.

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## CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,  
CONWAY, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John B. Packard, *President*, Conway, Mass. Fred A. Delabarre, *Treasurer*,  
Conway, Mass. John B. Laidley, *Clerk of Corporation*, Conway, Mass. Arthur  
P. Delabarre, *Auditor*, Conway, Mass. Arthur C. Guilford, *Superintendent*,  
Conway, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John B. Packard, Conway, Mass. Carlos Batchelder, Conway, Mass. Emery  
Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Dela-  
barre, Conway, Mass. Franklin Pease, Conway, Mass. Fred A. Delabarre,  
Conway, Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

JOHN B. PACKARD,  
ARTHUR P. DELABARRE,  
CARLOS BATCHELDER,  
*Directors.*  
FRED A. DELABARRE,  
*Treasurer.*  
ARTHUR C. GUILFORD,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. CONWAY, Oct. 28, 1899. Then personally appeared the  
above-named John B. Packard, Arthur P. Delabarre, Carlos Batchelder, Fred  
A. Delabarre and Arthur C. Guilford, and severally made oath that the fore-  
going certificate by them subscribed is, to the best of their knowledge and  
belief, true.

Before me,

CHARLES PARSONS,  
*Justice of the Peace.*



## REPORT

OF THE

## COTTAGE CITY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,095 55
Operating expenses, . . . . .	3,527 40
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$568 15
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$1,500 00	
Interest and discount on unfunded debts and loans, . . . . . 112 78	
Taxes, . . . . . 22 02	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	1,634 80
Deficit for the year ending September 30, 1899, . . . . .	\$1,066 65
Amount of surplus September 30, 1898, . . . . .	2,548 04
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$1,481 39
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$4,091 55
Receipts from advertising in cars, . . . . .	4 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,095 55
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$450 00
General office expenses and supplies, . . . . .	71 41
Insurance, . . . . .	141 20
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	41 64
Repair of electric line construction, . . . . .	60 00
Repair of buildings, . . . . .	29 00
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	45 00
Repair of electric equipment of cars, . . . . .	102 92
Transportation expenses:	
Cost of electric motive power, . . . . .	953 38
Wages and compensation of persons employed in conducting transportation, . . . . .	1,632 85
TOTAL OPERATING EXPENSES, . . . . .	\$3,527 40

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$50,101 31	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	4,270 50	
Engineering and other expenses incident to construction, . . . . .	325 00	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$54,696 81
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$9,066 22	
Electric equipment of same, . . . . .	1,791 49	
Other items of equipment, . . . . .	116 00	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		10,973 71
Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$2,500 00	
Buildings necessary for operation of railway, . . . . .	2,200 00	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		4,700 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$70,370 52
Cash and current assets :		
Cash, . . . . .	\$227 94	
Bills and accounts receivable, . . . . .	21 75	
TOTAL CASH AND CURRENT ASSETS, . . . . .		249 69
Miscellaneous assets : materials and supplies, . . . . .		207 61
TOTAL, . . . . .		\$70,827 82
LIABILITIES.		CR.
Capital stock, . . . . .		\$34,900 00
Funded debt, . . . . .		25,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$6,034 40	
Miscellaneous current liabilities, . . . . .	3,411 60	
Windemere Land Company, . . . . .	43	
TOTAL CURRENT LIABILITIES, . . . . .		9,446 43
Profit and Loss balance (surplus), . . . . .		1,481 39
TOTAL, . . . . .		\$70,827 82
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$37,000 00	
Capital stock authorized by votes of company, . . . . .	37,000 00	
Capital stock issued and outstanding, . . . . .		\$34,900 00
Number of shares issued and outstanding, . . . . .	349	
Number of stockholders, . . . . .	30	
Number of stockholders in Massachusetts, . . . . .	30	
Amount of stock held in Massachusetts, . . . . .	\$34,900 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds, . . .	6	May 1, 1915,	\$25,000 00	\$1,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	81,831
Number carried per mile of main railway track operated, . . .	15,182
Number of round trips run, . . . . .	2,820
Number of car miles run, . . . . .	30,459
Average number of persons employed, . . . . .	14

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3	
Open passenger cars equipped for electric power, . . .	4	
Total, . . . . .		7
Open passenger cars equipped for horse power, . . .		2
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		9
Construction, repair and other work cars, . . . . .		1
Number of all above cars with 4 wheels, . . . . .		10
Other highway vehicles: wagon, . . . . .		1
Electric motors, . . . . .		7

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	5.390 miles.
Length of sidings, switches, etc., . . . . .	.500 "
Total, computed as single track, . . . . .	5.890 "

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Cottage City.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

## COTTAGE CITY STREET RAILWAY COMPANY,

60 STATE STREET, ROOM 701, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

D. M. Easton, *President*, East Weymouth, Mass. John A. Duggan, *Treasurer*, *Clerk of Corporation and General Manager*, Atlantic, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

D. M. Easton, East Weymouth, Mass. Josiah Quincy, 82 Charles Street, Boston, Mass. John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. James P. Clare, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. M. H. Curley, 4 Bowdoin Avenue, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

D. M. EASTON,  
JOSIAH QUINCY,  
JOHN A. DUGGAN,  
JOHN F. MERRILL,  
MICHAEL H. CURLEY,  
FRED'K H. SMITH,  
*Directors.*  
JOHN A. DUGGAN,  
*Treasurer.*  
JOHN A. DUGGAN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Dec. 2, 1899. Then personally appeared the above-named Josiah Quincy and John A. Duggan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JAMES A. MCKIBBEN,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Dec. 11, 1899. Then personally appeared the above-named John F. Merrill and D. M. Easton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRED'K H. SMITH,  
*Justice of the Peace.*

## REPORT

OF THE

## DARTMOUTH &amp; WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$98,066 03
Operating expenses, . . . . .	67,928 89
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$30,137 14
Charges upon income accrued during the year :	
Interest on funded debt, . . . . . \$4,500 00	
Taxes, . . . . . 4,940 69	
Payments to sinking and other special funds :	
Reserve for depreciation, . . . \$1,200 00	
Renewal fund, . . . . . 6,063 66	
	7,263 66
Other deductions from income : Lincoln Park expenses, . . . . .	1,680 89
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	18,385 24
NET DIVISIBLE INCOME, . . . . .	\$11,751 90
Dividends declared (8 per cent), . . . . .	12,000 00
Deficit for the year ending September 30, 1899, . . . .	\$248 10
Amount of surplus September 30, 1898, . . . . .	19,108 04
Credits to profit and loss account during the year : adjustment prior accounts, . . . . .	1,063 66
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$19,923 60
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$96,618 20
Receipts from carriage of mails, . . . . .	779 73
Receipts from advertising in cars, . . . . .	150 60
Receipts from interest on deposits, . . . . .	517 50
GROSS EARNINGS FROM OPERATION, . . . . .	\$98,066 03
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,524 99
General office expenses and supplies, . . . . .	300 70
Legal expenses, . . . . .	219 57
Insurance, . . . . .	5,590 91
Other general expenses, . . . . .	691 66



**Maintenance of roadway and buildings:**

Repair of roadbed and track, . . . . .	\$2,604 79
Repair of electric line construction, . . . . .	829 79
Removal of snow and ice, . . . . .	1,017 65

**Maintenance of equipment:**

Repair of cars and other vehicles, . . . . .	994 97
Repair of electric equipment of cars, . . . . .	1,589 38

**Transportation expenses:**

Wages and compensation of persons employed in conducting transportation, . . . . .	15,097 95
Damages for injuries to persons and property, . . . . .	3,443 69
Tolls for trackage over other railways, . . . . .	32,177 43
Other transportation expenses: general operating expenses and supplies, . . . . .	845 41

<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$67,928 89</b>
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**PROPERTY ACCOUNTS.**

Additions to equipment: additional cars, . . . . .	\$1,810 17
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<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,810 17</b>
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Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Sale of cars, . . . . .	\$4,372 05
Sale of equipment, . . . . .	600 00
Damage Lincoln Park property, . . . . .	100 00

<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>5,072 05</b>
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<b>NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$3,261 88</b>
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**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****DR.****Cost of railway:**

Roadway and tracks, . . . . .	\$127,132 69
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	40,772 19

<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$167,904 88</b>
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**Cost of equipment:**

Cars and other rolling stock and vehicles, . . . . .	\$35,656 37
Electric equipment of same, . . . . .	27,907 59
Other items of equipment: tools and machinery, . . . . .	1,301 01

<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>64,864 97</b>
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<b>Other permanent property: Lincoln Park, . . . . .</b>	<b>11,459 56</b>
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<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$244,229 41</b>
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**Cash and current assets:**

Cash, . . . . .	\$21,584 93
Bills and accounts receivable, . . . . .	13,290 38

<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>34,875 31</b>
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<b>TOTAL, . . . . .</b>	<b>\$279,104 72</b>
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LIABILITIES.		CR.	
Capital stock, . . . . .			\$150,000 00
Funded debt, . . . . .			90,000 00
Current liabilities:			
Audited vouchers and accounts, . . . . .	\$2,025 97		
Miscellaneous current liabilities: unredeemed tickets, . . . . .	91 49		
TOTAL CURRENT LIABILITIES, . . . . .			2,117 46
Sinking and other special funds:			
Reserve for depreciation, . . . . .	\$6,000 00		
Renewal fund, . . . . .	11,063 66		
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .			17,063 66
Profit and Loss balance (surplus), . . . . .			19,923 60
TOTAL, . . . . .			\$279,104 72

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	65	
Number of stockholders in Massachusetts, . . . . .	57	
Amount of stock held in Massachusetts, . . . . .	\$114,800 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage coupon (may be registered) twenty-year gold bonds, . . . . .	5	April 1, 1915,	\$90,000 00	\$4,500 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of reserve for depreciation fund, . . . . .	\$4,800 00
Amount, September 30, 1898, of renewal fund, . . . . .	5,000 00
TOTAL, SEPTEMBER 30, 1898, . . . . .	\$9,800 00
Additions during the year to reserve for depreciation fund, . . . . .	\$1,200 00
Additions during the year to renewal fund, . . . . .	6,063 66
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	7,263 66
	\$17,063 66

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	559,004
Number carried per mile of main railway track operated, .	29,552
Number of round trips run, . . . . .	11,251
Number of car miles run, . . . . .	309,078
Average number of persons employed, . . . . .	40

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	9
Open passenger cars equipped for electric power, . . .	12
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>21</b>
Construction, repair and other work cars, . . . . .	3
Number of all above cars with 8 wheels, . . . . .	1
Number of cars equipped with fenders, . . . . .	21
Number of cars equipped with heaters (electric), . . .	9
Snow ploughs (electric), . . . . .	2
Other railway rolling stock: track velocipede, . . . .	1
Electric motors, . . . . .	52
Other items of equipment: track and station tools.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	9.307	6.253	15.560
Length of second main track, . . . . .	-	3.356	3.356
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>9.307</b>	<b>9.609</b>	<b>18.916</b>
Length of sidings, switches, etc., . . . . .	.535	.526	1.061
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>9.842</b>	<b>10.135</b>	<b>19.977</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.153 miles.
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System of electric motive power in use by the company: Thomson-Houston; overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Fall River, Westport, Dartmouth and New Bedford.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Eastern District, Taunton Division (New Bedford & Fall River Branch), at North Westport, Westport highway, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	4	1	8	1	12
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	1	-	12	-	13
TOTALS, . . . . .	-	5	1	20	1	25

## STATEMENT OF EACH ACCIDENT.

- Nov. 16, 1898.* — Man stepped from moving car, fell and hurt shoulder.  
*December 6.* — Team ran into car; two men hurt.  
*December 7.* — Car ran into rope stretched across road; lady's face cut.  
*December 8.* — Car and team collided; man injured.  
*December 20.* — Rear lantern fell; cut passenger's head slightly.  
*December 24.* — Man stepped from moving car, fell and hurt face slightly.  
*December 31.* — Man jumped from moving car, ran into pole; fatal.  
*Jan. 7, 1899.* — Man passing in front of car was struck and injured.  
*January 15.* — Horse frightened at car; man thrown out.  
*February 23.* — Car ran into team driving in front of car; man injured.  
*April 20.* — Collision with team; man slightly hurt.  
*April 24.* — Boy rode bicycle into side of car; slightly hurt.  
*April 25.* — Runaway horse collided with car; killed horse, injured lady.  
*May 29.* — Man riding bicycle fell in front of car; injured.  
*May 30.* — Man jumped from moving car; fell and cut face.  
*June 21.* — Team took fright; man hurt.  
*July 6.* — Drunken man fell from car; cut head and face.  
*July 23.* — Man jumped from moving car, fell and hurt his head  
*July 29.* — Boy fell against car, cutting his head.  
*August 16.* — Woman fell in getting on moving car; injury slight.  
*August 17.* — Man fell in transferring from one car to another; leg hurt slightly.  
*August 20.* — Woman fell or jumped from moving car; injury slight.

*August 25.* — Man driving in front of car was struck; collar bone broken.

*September 8.* — Girl thrown from car; injured.

*September 21.* — Car left rails; man's hand caught in door, cut slightly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,

7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Frank W. Brightman, *Vice-President*, Fall River, Mass. Robert S. Goff, *Clerk of Corporation*, Fall River, Mass. Knowlton & Perry, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Frank W. Brightman, Fall River, Mass. Robert S. Goff, Fall River, Mass. Edward S. Brown, New Bedford, Mass. Chas. E. Cook, New Bedford, Mass. Oliver Prescott, Jr., Dartmouth, Mass. William L. Winslow, Fall River, Mass. Bradford D. Davol, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,  
ROBERT S. GOFF,  
E. S. BROWN,  
FRANK W. BRIGHTMAN,  
CHARLES E. COOK,  
OLIVER PRESCOTT, JR.,  
*Directors.*

HENRY H. CRAPO,  
*Treasurer.*

EDWARD E. POTTER,  
*Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. NEW BEDFORD, Oct. 30, 1899. Then personally appeared the above-named Henry H. Crapo, Robert S. Goff, E. S. Brown, Frank W. Brightman, Charles E. Cook and Oliver Prescott, Jr., directors, Henry H. Crapo, treasurer, and Edward E. Potter, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. F. CASWELL,  
*Justice of the Peace.*



# REPORT

## OF THE

### DIGHTON, SOMERSET & SWANSEA STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$60,286 69
Operating expenses, . . . . .	45,879 63
NET EARNINGS FROM OPERATION, . . . . .	\$14,407 06
Miscellaneous income: Dighton Rock Park, . . . . .	1,542 19
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$15,949 25
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$6,250 00
Interest and discount on unfunded debts and loans, . . . . .	1,484 58
Taxes, . . . . .	\$1,816 47
Commutation, . . . . .	590 96
Internal revenue, . . . . .	5 40
	2,412 83
Other deductions from income: maintenance Dighton Rock Park, . . . . .	5,632 49
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	15,779 90
Surplus for the year ending September 30, 1899, . . . . .	\$169 35
Amount of surplus September 30, 1898, . . . . .	6,077 15
	\$6,246 50
Credits to profit and loss account during the year: interest on old unadjusted account, . . . . .	\$1,513 07
Debits to profit and loss account during the year:	
Horses, . . . . .	\$80 00
Unadjusted accounts of 1898, . . . . .	10,034 44
Loss on material sold, . . . . .	916 99
Office fixtures, . . . . .	400 00
Interest accrued September 30 of each year, and heretofore not allowed for, . . . . .	2,083 33
TOTAL DEBITS, . . . . .	13,514 76
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . . . .	12,001 69
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$5,755 19

## EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$59,096 50
Receipts from rentals of buildings and other property, . . . . .	5 00
Receipts from advertising in cars, . . . . .	180 00
Other earnings from operation: miscellaneous income, . . . . .	1,005 19

GROSS EARNINGS FROM OPERATION, . . . . .	\$60,286 69
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## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks, . . . . .	\$2,368 17
General office expenses and supplies, . . . . .	245 67
Legal expenses, . . . . .	142 10
Insurance, . . . . .	2,840 20
Other general expenses: miscellaneous general expenses, . . . . .	1,360 28
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	1,443 47
Repair of electric line construction, . . . . .	379 51
Removal of snow and ice, . . . . .	922 05
Repair of buildings, . . . . .	391 20
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	1,353 56
Repair of electric equipment of cars, . . . . .	1,464 98
Renewal of horses, harnesses, shoeing, etc.: repairs, miscellaneous equipment, . . . . .	76 44
Transportation expenses:	
Cost of electric motive power, . . . . .	9,702 55
Wages and compensation of persons employed in conducting transportation, . . . . .	11,703 19
Damages for injuries to persons and property, . . . . .	2,057 35
Tolls for trackage over other railways, . . . . .	6,556 04
Rentals of buildings and other property, . . . . .	319 50
Other transportation expenses:	
Miscellaneous car service expenses, . . . . .	2,151 97
Cleaning, etc., track, \$117.32; car house employees, \$284.08, . . . . .	401 40
TOTAL OPERATING EXPENSES, . . . . .	\$45,879 63

## PROPERTY ACCOUNTS.

Additions to railway: extension of tracks, adjustment of accounts, . . . . .	\$276 89
Additions to equipment:	
Electric equipment of cars, adjustment of accounts, . . . . .	\$111 76
Other additional rolling stock and vehicles, adjustment of accounts, . . . . .	56 68
TOTAL ADDITIONS TO EQUIPMENT, . . . . .	168 44
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$445 33
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Roadbed and track, . . . . .	\$781 27
Cars and other vehicles, . . . . .	930 57

Deductions from property accounts, etc. — <i>Con.</i>		
Electric equipment of cars, . . . . .	\$2,500 00	
Horses, . . . . .	150 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .		\$4,361 84
NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .		\$3,916 51

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$207,343 74	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	45,581 24	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$252,924 98
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$31,020 09	
Electric equipment of same, . . . . .	30,685 45	
Horses, . . . . .	30 00	
Other items of equipment: registers, tools, etc., . . . . .	2,616 45	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		64,351 99
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$5,409 38	
Buildings necessary for operation of railway, . . . . .	8,910 19	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		14,319 57
TOTAL PERMANENT INVESTMENTS, . . . . .		\$331,596 54
Cash and current assets:		
Cash, . . . . .	\$2,769 94	
Bills and accounts receivable, . . . . .	327 50	
Sinking and other special funds, . . . . .	9,000 00	
Other cash and current assets:		
Prepaid insurance, . . . . .	792 64	
Prepaid taxes, \$605.49; prepaid interest, \$349 57, . . . . .	955 06	
TOTAL CASH AND CURRENT ASSETS, . . . . .		13,845 14
Miscellaneous assets: office fixtures, . . . . .		500 26
Profit and Loss balance (deficit), . . . . .		5,755 19
TOTAL, . . . . .		\$351,697 13
LIABILITIES.		Cr.
Capital stock, . . . . .		
Funded debt, . . . . .		\$175,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$37,500 00	
Audited vouchers and accounts, . . . . .	9,234 82	
Salaries and wages, . . . . .	137 50	
TOTAL CURRENT LIABILITIES, . . . . .		46,872 32

Accrued liabilities :		
Interest accrued and not yet due, . . . .	\$2,083 33	
Taxes accrued and not yet due, . . . .	2,303 09	
Miscellaneous accrued liabilities: ticket account, . . . . .	488 39	
TOTAL ACCRUED LIABILITIES, . . . . .		\$4,824 81
TOTAL, . . . . .		\$351,697 13

## CAPITAL STOCK.

Capital stock authorized by law, . . . .	\$175,000 00	
Capital stock authorized by votes of company, . . . .	175,000 00	
Capital stock issued and outstanding, . . . .		\$175,000 00
Number of shares issued and outstanding, . . . .	1,750	
Number of stockholders, . . . .	13	
Number of stockholders in Massachusetts, . . . .	13	
Amount of stock held in Massachusetts, . . . .	\$175,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . .	5	Dec. 1, 1915,	\$125,000 00	\$6,250 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1898, of sinking fund, . . . .	\$6,000 00
Additions during the year to sinking fund, . . . .	3,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$9,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	961,075
Number carried per mile of main railway track operated, . . . . .	58,868
Number of round trips run, . . . . .	9,081
Number of car miles run, . . . . .	270,928
Average number of persons employed, . . . . .	25

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	10
Open passenger cars equipped for electric power, . . . .	20
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	30

Construction, repair and other work cars, . . . . .	2
Number of cars equipped with fenders, . . . . .	32
Number of cars equipped with heaters (electric), . . . . .	10
Snow ploughs (electric), . . . . .	2
Barges and omnibuses, . . . . .	1
Other highway vehicles: carriages, . . . . .	1
Electric motors, . . . . .	47
Horses, . . . . .	1
Harnesses (single), . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	11.644	4.682	16.326
Length of sidings, switches, etc., . . . . .	.923	-	.923
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	12.567	4.682	17.249

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.887 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Fall River, Dighton and Somerset.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Second Street, Dighton,	2	1
With New York, New Haven & Hartford Railroad, at Pleasant Street, Somerset,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	1	3	1	4
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	1	-	-	-	1
TOTALS, . . . . .	-	2	1	3	1	5

## STATEMENT OF EACH ACCIDENT.

June 18, 1899. — Woman jumped from moving car; head cut.

July 2. — Woman jumped from moving car; bruised.

July 17. — Man thrown from car; head injured.

July 20. — Man fell from car; died from injuries received.

September 4. — Man jumped from moving car; wrist broken.

September 30. — Car struck coal team; driver thrown from seat and slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY COMPANY,  
ROOM 6, TAYLOR BUILDING, 14 CITY SQUARE, TAUNTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bradford D. Davol, *President*, Fall River, Mass. George F. Seibel, *Treasurer and General Manager*, Taunton, Mass. Charles F. Shaw, *Clerk of Corporation*, New Bedford, Mass. Frederick S. Hall, *General Counsel*, Taunton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bradford D. Davol, Fall River, Mass. Frank W. Brightman, Fall River, Mass. George W. Slade, Fall River, Mass. Robert S. Goff, Fall River, Mass. Henry H. Crapo, New Bedford, Mass. Charles F. Shaw, New Bedford, Mass. Cornelius A. Davis, Somerset, Mass. Joseph F. Davis, Somerset, Mass. John N. Beckley, Rochester, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BRADFORD D. DAVOL,  
ROBERT S. GOFF,  
CHARLES F. SHAW,  
HENRY H. CRAPO,  
GEORGE W. SLADE,  
*Directors.*  
GEORGE F. SEIBEL,  
*Treasurer.*  
GEORGE F. SEIBEL,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 3, 1899. Then personally appeared the above-named Charles F. Shaw and Henry H. Crapo, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

R. R. TOPHAM,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 3, 1899. Then personally appeared the above-named George F. Seibel, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK S. HALL,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 3, 1899. Then personally appeared the above-named George W. Slade, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

L. ELMER WOOD,

*Justice of the Peace.*

## REPORT

OF THE

## EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Lynn &amp; Boston.]

## GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway, . . . . .	\$24,000 00
Income from other sources : services for treasurer and clerk, .	500 00
GROSS INCOME, . . . . .	\$24,500 00
Expenses and charges upon income accrued during the year : salaries and maintenance of organization, . . . . .	525 00
NET DIVISIBLE INCOME, . . . . .	\$23,975 00
Dividends declared (8 per cent), . . . . .	23,816 00
Surplus for the year ending September 30, 1899, . . . . .	\$159 00
Amount of deficit September 30, 1898, . . . . .	12,081 82
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$11,922 82

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway, . . . . .	\$344,518 03	
Cost of equipment, . . . . .	102,105 79	
Cost of land and buildings, . . . . .	58,662 11	
Other permanent property : office furniture, . . . . .	222 00	
TOTAL PERMANENT INVESTMENTS, . . . . .	\$505,507 93	
Cash and current assets : cash, . . . . .	269 25	
Profit and Loss balance (deficit), . . . . .	11,922 82	
TOTAL, . . . . .	\$517,700 00	
LIABILITIES.		Cr.
Capital stock, . . . . .	\$297,700 00	
Funded debt, . . . . .	220,000 00	
TOTAL, . . . . .	\$517,700 00	

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$300,000 00		
Capital stock authorized by votes of company, . . . . .	300,000 00		
Capital stock issued and outstanding, . . . . .			\$297,700 00
Number of shares issued and outstanding, . . . . .	2,977		
Number of stockholders, . . . . .	106		
Number of stockholders in Massachusetts, . . . . .	95		
Amount of stock held in Massachusetts, . . . . .	\$277,200 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plain bonds, . . . . .	5	Jan. 1, 1902, .	\$100,000 00	\$5,000 00*
Plain bonds, . . . . .	5	Sept. 1, 1918, .	120,000 00	7,500 00*
TOTALS, . . . . .	. .	. . . . .	\$220,000 00	\$12,500 00

## RAILWAY OWNED.

Length of railway line, . . . . .	16.500 miles.
Length of sidings, switches, etc., . . . . .	1.810 "
Total, computed as single track, . . . . .	18.310 "

Names of the several cities and towns in which the railway owned by the company is located: Woburn, Malden, Melrose, Revere and Saugus.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

35 CONGRESS STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. David H. Sweetser, Lynn, Mass. Elwin C. Foster, Lynn, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Amos F. Breed, Jr., Lynn, Mass. Frank H. Monks, Brookline, Mass.

\* Paid by lessee.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,  
ELWIN C. FOSTER,  
J. S. BARTLETT,  
AMOS F. BREED, JR.,  
CHARLES H. NEWHALL,  
DAVID H. SWEETSER,

*Directors.*

DAVID H. SWEETSER,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. OCT. 30, 1899. Then personally appeared the above-named Amos F. Breed, Elwin C. Foster, J. S. Bartlett, Amos F. Breed, Jr., Charles H. Newhall and David H. Sweetser, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND,

*Notary Public.*



# REPORT

## OF THE

### EASTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Obtained a certificate of incorporation, but has not yet commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		Dr.	
Cash and current assets: cash,	. . . . .		\$4,000 00
TOTAL,	. . . . .		\$4,000 00
LIABILITIES.		Cr.	
Capital stock (amount paid in),	. . . . .		\$4,000 00
TOTAL,	. . . . .		\$4,000 00
CAPITAL STOCK.			
Capital stock authorized by law,	. . . . .	\$40,000 00	
Capital stock authorized by votes of company,	. . . . .	40,000 00	
Amount paid in on 400 shares not yet issued,	. . . . .		\$4,000 00
Number of stockholders,	. . . . .	49	
Number of stockholders in Massachusetts,	. . . . .	49	
Amount of stock held in Massachusetts,	. . . . .	\$4,000 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EASTON STREET RAILWAY COMPANY,  
200 SUMMER STREET, ROOM 84, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Franklin Worcester, *President*, 25 Brattle Square, Cambridge, Mass. Edward C. Jenney, *Vice-President*, North Easton, Mass. Edward F. Draper, *Treasurer and Clerk of Corporation*, 128 Oliver Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin Worcester, Hollis, N. H. Edward C. Jenney, North Easton, Mass.  
Edward F. Draper, Weymouth, Mass. George M. Faulkner, Warren, Mass.  
Marcus L. Urann, North Easton, Mass. John J. McCarthy, North Easton,  
Mass. Samuel K. Kelley, North Easton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANKLIN WORCESTER,  
EDWARD F. DRAPER,  
EDWARD C. JENNEY,  
JOHN J. MCCARTHY,  
S. K. KELLEY,

*Directors.*

EDWARD F. DRAPER,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. EASTON, Nov. 14, 1899. Then personally appeared the above-named Edward F. Draper, Edward C. Jenney, John J. McCarthy, S. K. Kelley and Franklin Worcester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MARCUS L. URANN,

*Notary Public.*

# REPORT

## OF THE

### EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation December 23, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$12,386 20
Operating expenses, . . . . .	6,900 91
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$5,485 29
Charges upon income accrued during the year: taxes, . .	789 00
NET DIVISIBLE INCOME, . . . . .	\$4,696 29
Dividends declared ( $4\frac{1}{2}$ per cent on \$50,000), . . . . .	2,250 00
Surplus for the year ending September 30, 1899, . . . .	\$2,446 29
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$2,446 29
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$12,354 20
Receipts from advertising in cars, . . . . .	32 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$12,386 20
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$295 00
General office expenses and supplies, . . . . .	106 51
Insurance, . . . . .	144 70
Other general expenses: miscellaneous expenses, . . . .	68 25
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	354 56
Repair of electric line construction, . . . . .	77 01
Removal of snow and ice, . . . . .	260 99
Repair of buildings, . . . . .	50 00
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	213 51
Repair of electric equipment of cars, . . . . .	170 90

Transportation expenses :	
Cost of electric motive power, . . . . .	\$1,819 40
Wages and compensation of persons employed in conducting transportation, . . . . .	2,290 48
Tolls for trackage over other railways, . . . . .	99 40
Rentals of buildings and other property, . . . . .	420 00
Other transportation expenses :	
Advertising, . . . . .	17 75
Miscellaneous car expenses, . . . . .	512 45
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$6,900 91</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	Dr.
Cost of railway :	
Roadway and tracks, . . . . .	\$75,560 27
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	8,096 53
Interest accrued during construction of railway, . . . . .	512 33
Engineering and other expenses incident to construction, . . . . .	2,071 92
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$86,241 05</b>
Cost of equipment :	
Cars and other rolling stock and vehicles, . . . . .	\$5,371 46
Electric equipment of same, . . . . .	3,340 25
Other items of equipment: heaters, track cleaners, etc., . . . . .	248 71
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>8,960 42</b>
Cost of land and buildings: land necessary for operation of railway, . . . . .	130 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$95,331 47</b>
Cash and current assets :	
Cash, . . . . .	\$1,414 81
Bills and accounts receivable, . . . . .	169 15
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>1,583 96</b>
<b>TOTAL, . . . . .</b>	<b>\$96,915 43</b>
LIABILITIES.	Cr.
Capital stock, . . . . .	\$73,450 00
Current liabilities :	
Loans and notes payable, . . . . .	\$20,000 00
Audited vouchers and accounts, . . . . .	230 14
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	<b>20,230 14</b>
Accrued liabilities: taxes accrued and not yet due, . . . . .	789 00
Profit and Loss balance (surplus), . . . . .	2,446 29
<b>TOTAL, . . . . .</b>	<b>\$96,915 43</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . .	\$110,000 00	
Capital stock authorized by votes of company, . . . .	110,000 00	
Capital stock issued and outstanding, . . . .		\$50,000 00
Amount paid in on 467 shares not yet issued, . . . .		23,450 00
TOTAL CAPITAL STOCK LIABILITY, . . . .		\$73,450 00
Number of shares issued and outstanding, . . . .	500	
Number of stockholders, . . . .	81	
Number of stockholders in Massachusetts, . . . .	81	
Amount of stock held in Massachusetts, . . . .	\$73,450 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . .	163,917
Number carried per mile of main railway track operated, . . . .	39,076
Number of round trips run, . . . .	5,818
Number of car miles run, . . . .	45,278
Average number of persons employed, . . . .	6
Company commenced operation December 23, 1898.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	2
Open passenger cars equipped for electric power, . . . .	2
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	4
Number of cars equipped with fenders, . . . .	4
Number of cars equipped with heaters (electric), . . . .	2
Snow ploughs (electric), . . . .	1
Other highway vehicles: tower wagon, . . . .	1
Electric motors, . . . .	8

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . .	Miles. 4.099	Miles. .355	Miles. 4.454
Length of sidings, switches, etc., . . . .	.052	-	.052
TOTAL, COMPUTED AS SINGLE TRACK, . . . .	4.151	.355	4.506

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Taunton; constructing in Lakeville and Middleborough.



## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Middleborough Avenue, East Taunton, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

## GENERAL REMARKS AND EXPLANATIONS.

Middleborough extension in process of construction.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST TAUNTON STREET RAILWAY COMPANY,  
23 SUMMER STREET, TAUNTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 105 Beverly Street, Boston, Mass.  
Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass.  
Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, 9 Court Street, Taunton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Michael A. Cavanaugh, corner Healey and Herrishoff streets, Roxbury, Mass.  
Thomas F. Cavanaugh, 16 Hodges Avenue, Taunton, Mass. Joseph B. Murphy, 23 Summer Street, Taunton, Mass. James P. Dunn, 172 Cohannet Street, Taunton, Mass. Chester R. Barstow, Stevens Street, Taunton, Mass. Charles R. Richmond, East Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,  
THOMAS F. CAVANAUGH,  
JOSEPH B. MURPHY,  
JAMES P. DUNN,  
CHESTER R. BARSTOW,  
CHARLES R. RICHMOND,  
STEPHEN F. O'HARA,

*Directors.*

JOSEPH B. MURPHY,

*Treasurer.*

JAMES P. DUNN,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 30, 1899. Then personally appeared the above-named Thomas F. Cavanaugh, Joseph B. Murphy, James P. Dunn, Chester R. Barstow, Stephen F. O'Hara, Michael A. Cavanaugh and Charles R. Richmond, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR M. ALGER,

*Justice of the Peace.*

## REPORT

OF THE

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE  
STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,647 21
Operating expenses, . . . . .	4,026 18
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$621 03
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$18 00
Taxes, . . . . .	55 81
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	73 81
Surplus for the year ending September 30, 1899, . . . . .	\$547 22
Amount of deficit September 30, 1898, . . . . .	1,183 32
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$636 10
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$2,758 70
Receipts from carriage of mails, . . . . .	150 00
Receipts from carriage of express and parcels, . . . . .	600 26
Receipts from carriage of freight, . . . . .	623 45
Receipts from interest on deposits, . . . . .	2 30
Other earnings from operation:	
Sundry receipts, . . . . .	101 75
Baggage, . . . . .	392 00
Manure, . . . . .	18 75
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,647 21
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies, . . . . .	\$76 65
Other general expenses:	
General expenses, . . . . .	519 53
Advertising, . . . . .	42 15

Maintenance of roadway and buildings: repair of roadbed and track, . . . . .	\$59 57
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	56 42
Renewal of horses, harnesses, shoeing, etc., . . . . .	220 42
Transportation expenses:	
Provender for horses, . . . . .	711 14
Wages and compensation of persons employed in conducting transportation, . . . . .	2,159 80
Damages for injuries to persons and property, . . . . .	5 50
Rentals of buildings and other property, . . . . .	175 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$4,026 18</b>

## PROPERTY ACCOUNTS.

Additions to equipment: horses, . . . . .	\$110 00
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): horses sold, . . . . .	120 00
<b>NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$10 00</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway: roadway and tracks, . . . . .		\$14,357 15
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$4,627 24	
Horses, . . . . .	1,082 50	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>5,709 74</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$475 00	
Buildings necessary for operation of railway, . . . . .	672 01	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>1,147 01</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$21,213 90</b>
Cash and current assets:		
Cash, . . . . .	\$478 58	
Bills and accounts receivable, . . . . .	28 10	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>506 68</b>
Profit and Loss balance (deficit), . . . . .		636 10
<b>TOTAL, . . . . .</b>		<b>\$22,356 68</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$21,400 00
Current liabilities: loans and notes payable, . . . . .		956 68
<b>TOTAL, . . . . .</b>		<b>\$22,356 68</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . .	\$26,000 00	
Capital stock authorized by votes of company, . . . .	21,500 00	
Capital stock issued and outstanding, . . . .		\$21,400 00
Number of shares issued and outstanding, . . . .	214	
Number of stockholders, . . . .	42	
Number of stockholders in Massachusetts, . . . .	38	
Amount of stock held in Massachusetts, . . . .	\$20,300 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . .	31,690
Number carried per mile of main railway track operated, . . . .	15,735
Number of round trips run, . . . .	3,038
Number of car miles run, . . . .	9,174
Average number of persons employed, . . . .	8

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for horse power, . . . .	4
Open passenger cars equipped for horse power, . . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	12
Barges and omnibuses, . . . .	1
Carts and snow sleds, . . . .	2
Other highway vehicles: 3 express, 1 democrat, 2 trucks, 1 lumber gear, . . . .	7
Harnesses (double, 12; single, 3), . . . .	15

## RAILWAY OWNED AND OPERATED (BY HORSE POWER).

Length of railway line, . . . .	2.014 miles.
Length of sidings, switches, etc., . . . .	1.006 "
Total, computed as single track, . . . .	3.020 "

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET  
RAILWAY COMPANY,

Box 281, NEW BEDFORD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph K. Nye, *President*, New Bedford, Mass. William F. Nye, *Vice-President*, New Bedford, Mass. Anderson W. Kelley, *Treasurer and Clerk of Corporation*, New Bedford, Mass. F. L. Benson, *Superintendent*, Onset, Mass.



## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. K. Nye, New Bedford, Mass. William F. Nye, New Bedford, Mass.  
Anderson W. Kelley, New Bedford, Mass. Benjamin F. Gibbs, Onset, Mass.  
F. L. Benson, Onset, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM F. NYE,

JOS. K. NYE,

A. W. KELLEY,

F. L. BENSON,

*Directors.*

A. W. KELLEY,

*Treasurer.*

F. L. BENSON,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Oct. 17, 1899. Then personally appeared the above-named Joseph K. Nye, president, and Anderson W. Kelley, clerk, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT B. COLLINS,

*Justice of the Peace.*

## REPORT

OF THE

## FITCHBURG &amp; LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$140,290 19
Operating expenses, . . . . .	94,069 39
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$46,220 80
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$7,500 00
Interest and discount on unfunded debts and loans, . . . . .	7,707 77
Taxes, . . . . .	6,249 68
Other deductions from income: Whalom Park and other entertainment expense, . . . . .	4,204 98
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	25,662 43
NET DIVISIBLE INCOME, . . . . .	\$20,558 37
Dividends declared (8 per cent), . . . . .	20,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$558 37
Amount of surplus September 30, 1898, . . . . .	17,662 24
Credits to profit and loss account during the year: wages not called for, . . . . .	70 27
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$18,290 88
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$139,948 55
Receipts from advertising in cars, . . . . .	341 64
GROSS EARNINGS FROM OPERATION, . . . . .	\$140,290 19
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$7,246 30
General office expenses and supplies, . . . . .	1,935 56
Legal expenses, . . . . .	229 37
Insurance, . . . . .	2,329 22
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	1,688 55
Repair of electric line construction, . . . . .	788 80
Removal of snow and ice, . . . . .	4,248 55
Repair of buildings, . . . . .	369 13

<b>Maintenance of equipment:</b>		
Repair of cars and other equipment, except electrical, . . . . .	\$5,223 40	
Repair of electric equipment of cars, . . . . .	4,139 62	
Renewal of horses, harnesses, shoeing, etc., . . . . .	535 06	
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .	17,477 75	
Provender for horses, . . . . .	492 24	
Wages and compensation of persons employed in conducting transportation, . . . . .	42,372 78	
<b>Other transportation expenses:</b>		
Miscellaneous car house and shop expenses, . . . . .	2,050 79	
Printing tickets, transfers, etc., lamps, grease, waste and lubricants for cars and tracks, changing car equipments, etc., . . . . .	2,942 27	
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$94,069 39</b>	
<hr/>		
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway:</b>		
Extension of tracks (length, 3,360 feet), . . . . .	\$9,787 19	
New electric line construction (length, 6,600 feet feeder), . . . . .	2,562 62	
<b>Other additions to railway:</b>		
Completion work of 1898, . . . . .	617 78	
Reconstruction, cost additional to value before reconstruction, . . . . .	5,170 61	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		\$18,138 20
<b>Additions to equipment:</b>		
Additional cars (3 in number) and electric equipment of cars, . . . . .	\$10,808 40	
Other additional rolling stock and vehicles, . . . . .	50 00	
Other additions to equipment: punches, telephones, etc., . . . . .	301 08	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		11,159 48
<b>Additions to land and buildings:</b>		
Additional land necessary for operation of railway, . . . . .	\$548 68	
New electric power stations, including machinery, etc. (completion), . . . . .	195 56	
Other new buildings necessary for operation of railway, . . . . .	59 45	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		803 69
<b>Additions to other permanent property: park property and equipment, . . . . .</b>		8,183 71
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		\$38,285 08
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):</b>		
Horse sold, . . . . .	\$50 00	
Equipment sold or depreciated, . . . . .	229 98	
Feeder wire taken down and on hand (supply account), . . . . .	896 51	
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>		1,176 49
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$37,108 59</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.	
Cost of railway:			
Roadway and tracks, . . . . .	\$293,762 73		
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	50,479 00		
TOTAL COST OF RAILWAY OWNED, . . . . .			\$344,241 73
Cost of equipment:			
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$99,446 48		
Horses, . . . . .	325 00		
Other items of equipment, . . . . .	5,046 10		
TOTAL COST OF EQUIPMENT OWNED, . . . . .			104,817 58
Cost of land and buildings:			
Land necessary for operation of railway, . . . . .	\$11,114 14		
Electric power stations, including equipment, . . . . .	84,203 26		
Other buildings necessary for operation of railway, . . . . .	17,357 74		
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			112,675 14
Other permanent property:			
Whalom Park property and equipment, . . . . .	\$30,030 96		
Fitchburg Park Company stock, . . . . .	500 00		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .			30,530 96
TOTAL PERMANENT INVESTMENTS, . . . . .			\$592,265 41
Cash and current assets:			
Cash, . . . . .	\$1,744 09		
Bills and accounts receivable, . . . . .	2,772 78		
TOTAL CASH AND CURRENT ASSETS, . . . . .			4,516 87
Miscellaneous assets: materials and supplies, . . . . .			18,958 02
TOTAL, . . . . .			\$615,740 30
LIABILITIES.		CR.	
Capital stock, . . . . .			\$250,000 00
Funded debt, . . . . .			150,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$190,000 00		
Miscellaneous current liabilities: tickets issued, but not redeemed, . . . . .	1,240 81		
TOTAL CURRENT LIABILITIES, . . . . .			191,240 81
Accrued liabilities: interest accrued and not yet due, . . . . .			658 66
Sinking and other special funds:			
Accident insurance fund, . . . . .	\$4,549 95		
Renewal fund, . . . . .	1,000 00		
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .			5,549 95
Profit and Loss balance (surplus), . . . . .			18,290 88
TOTAL, . . . . .			\$615,740 30

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000 00	
Capital stock authorized by votes of company, . . . . .	250,000 00	
Capital stock issued and outstanding, . . . . .		\$250,000 00
Number of shares issued and outstanding, . . . . .	2,500	
Number of stockholders, . . . . .	68	
Number of stockholders in Massachusetts, . . . . .	64	
Amount of stock held in Massachusetts, . . . . .	\$247,700 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Twenty-year first mortgage bonds, . . . . .	5	April 1, 1917,	\$150,000 00	\$7,500 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of renewal fund, . . . . .	\$6,000 00
Amount, September 30, 1898, of accident insurance fund, . . . . .	7,240 17
TOTAL, SEPTEMBER 30, 1898, . . . . .	\$13,240 17
Additions during the year to accident insurance fund, . . . . .	1,000 00
TOTAL, INCLUDING ADDITIONS, . . . . .	\$14,240 17
Deductions during the year from renewal fund, . . . . .	\$5,000 00
Deductions during the year from accident insurance fund, . . . . .	3,690 22
	8,690 22
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$5,549 95

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	2,825,880
Number carried per mile of main railway track operated, . . . . .	126,710
Number of round trips run, . . . . .	93,440
Number of car miles run, . . . . .	778,089
Average number of persons employed, . . . . .	80

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	22
Open passenger cars equipped for electric power, . . . . .	27
Combination, . . . . .	1
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	50



Construction, repair and other work cars, . . . . .	4
Number of all above cars with 8 wheels, . . . . .	5
Number of cars equipped with fenders, . . . . .	50
Number of cars equipped with heaters (electric), . . . . .	22
Snow ploughs (electric), . . . . .	3
Carts and snow sleds, . . . . .	16
Other highway vehicles (3 carriages, 1 sleigh), . . . . .	4
Electric motors, . . . . .	86
Horses, . . . . .	4
Harnesses (double, 13; single, 5), . . . . .	18
Other items of equipment: office safes, furniture, punches, telephone system, etc.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	20,679 miles.
Length of second main track, . . . . .	1.623 "
Total length of main track, . . . . .	22.302 "
Length of sidings, switches, etc., . . . . .	1.390 "
Total, computed as single track, . . . . .	23.692 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	1.835 miles.
Length of second main track, . . . . .	.875 "
Total length of main track, . . . . .	2.710 "

System of electric motive power in use by the company: overhead trolley.  
Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster and Lunenburg.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Fitchburg Railroad, Water Street, Fitchburg, . . . . .	3	1
With Fitchburg Railroad, Water Street, Fitchburg (Engine House), . . . . .	1	1
With Fitchburg Railroad, River Street, Fitchburg (Iver Johnson shop), . . . . .	1	1
With Fitchburg Railroad, River Street, Fitchburg (Orswell Mills), . . . . .	1	1
With Fitchburg Railroad, River Street, Fitchburg (Cleghorn Mills), . . . . .	1	1
With Fitchburg Railroad, River Street, Fitchburg (Woodward's Mills), . . . . .	1	1
With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (Davis Mill), . . . . .	1	1
With New York, New Haven & Hartford Railroad, Main Street, Leominster, . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	11	8

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	2	1	6	1	8
TOTALS, . . . . .	-	2	1	6	1	8

## STATEMENT OF EACH ACCIDENT.

*Oct. 30, 1898.* — Drunken man, walking on track, run over by car and killed.

*Jan. 28, 1899.* — Man in team tried to cross in front of car; team hit, man thrown and injured.

*April 25.* — Lady attempted to drive across track in front of car; thrown out; slight injuries.

*May 25.* — Bicyclist ran into car; slight injuries.

*May 30.* — Intoxicated man tried to board rapidly moving car; thrown to ground and considerably injured.

*June 2.* — Horse shied, bringing team in front of car; man thrown and leg broken.

*June 10.* — Man, rather deaf, drew carriage in front of car; unconscious.

*July 1.* — Hack, containing driver, girl and man, standing in dark alley between two buildings close to track; as car came along, horses backed onto track; man injured.

*August 3.* — Man drove wagon from behind fence (close to track) in front of car; badly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,

FITCHBURG, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Elias Parker, *Auditor*, 220 Devonshire Street, Boston, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Arthur H. Lowe, Fitchburg, Mass. Edgar F. Belding, Fitchburg, Mass. George W. Weymouth, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,  
MANSON D. HAWS,  
CHARLES F. BAKER,  
HERBERT I. WALLACE,  
EDGAR F. BELDING,

*Directors.*

ROBERT N. WALLIS,

*Treasurer.*

WESLEY W. SARGENT,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 30, 1899. Then personally appeared the above-named Henry A. Willis, Manson D. Haws, Charles F. Baker, Herbert I. Wallace, Edgar F. Belding, Robert N. Wallis and Wesley W. Sargent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,  
*Justice of the Peace.*

## REPORT

OF THE

## FITCHBURG &amp; SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$22,596 25
Operating expenses, . . . . .	16,210 20
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$6,386 05
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$3,279 84
Taxes, . . . . .	702 21
Other deductions from income: amusements, . . . . .	1,162 77
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,144 82
Surplus for the year ending September 30, 1899, . . . . .	\$1,241 23
Amount of surplus September 30, 1898, . . . . .	1,687 23
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$2,928 46
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$22,421 25
Receipts from advertising in cars, . . . . .	175 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$22,596 25
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,094 99
General office expenses and supplies, . . . . .	730 92
Insurance, . . . . .	125 00
Other general expenses: car house labor, . . . . .	160 45
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	166 38
Repair of electric line construction, . . . . .	24 04
Removal of snow and ice, . . . . .	556 15

Maintenance of equipment:		
Repair of cars and other vehicles, . . . . .		\$475 18
Repair of electric equipment of cars, . . . . .		104 10
Repair of power station equipment, . . . . .		12 00
Transportation expenses:		
Cost of electric motive power, . . . . .		5,779 74
Wages and compensation of persons employed in conducting transportation, . . . . .		6,092 53
Other transportation expenses: cleaning, oiling track, etc., . . . . .		888 72
TOTAL OPERATING EXPENSES, . . . . .		\$16,210 20

## PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 1,443 feet, including special work and paving), . . . . .	\$6,550 39	
New electric line construction (length, 1,443 feet, and extra feed wire), . . . . .	1,733 55	
Other additions to railway:		
Account grade crossing at Fitchburg, . . . . .	156 87	
Legal and engineering expenses, . . . . .	3,375 82	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$11,816 63
Additions to equipment:		
Additional cars (1 in number), including trucks, . . . . .	\$1,985 06	
Electric equipment of same, . . . . .	4 00	
Other additions to equipment: snow plough, . . . . .	1,050 00	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		3,039 06
Additions to land and buildings:		
New electric power stations, including machinery, etc, . . . . .	\$2,548 85	
Other new buildings necessary for operation of railway, . . . . .	2,101 88	
TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .		4,650 73
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$19,506 42

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$57,140 91	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,245 00	
Engineering and other expenses incident to construction, . . . . .	4,853 93	
Other items of railway cost: changing account grade crossing at Fitchburg, . . . . .	156 87	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$76,396 71
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$13,220 36	
Electric equipment of same, . . . . .	7,008 20	
Other items of equipment: carette, . . . . .	900 00	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		21,128 56



Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$800 00	
Electric power stations, including equipment, . . . . .	4,933 35	
Other buildings necessary for operation of railway, . . . . .	7,243 33	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$12,976 68
TOTAL PERMANENT INVESTMENTS, . . . . .		\$110,501 95
Cash and current assets :		
Cash, . . . . .	\$78 66	
Bills and accounts receivable, . . . . .	127 76	
Other cash and current assets : prepaid insurance, . . . . .	799 30	
TOTAL CASH AND CURRENT ASSETS, . . . . .		1,005 72
Miscellaneous assets :		
Materials and supplies, . . . . .	\$4,136 90	
Other assets and property :		
Furniture, . . . . .	338 20	
Tools, . . . . .	285 79	
TOTAL MISCELLANEOUS ASSETS, . . . . .		4,760 89
TOTAL, . . . . .		\$116,268 56
LIABILITIES.		Cr.
Capital stock, . . . . .		\$50,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$59,748 97	
Audited vouchers and accounts, . . . . .	3,591 13	
TOTAL CURRENT LIABILITIES, . . . . .		63,340 10
Profit and Loss balance (surplus), . . . . .		2,928 46
TOTAL, . . . . .		\$116,268 56
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock issued and outstanding, . . . . .		\$50,000 00
Number of shares issued and outstanding, . . . . .	500	
Number of stockholders, . . . . .	27	
Number of stockholders in Massachusetts, . . . . .	25	
Amount of stock held in Massachusetts, . . . . .	\$43,300 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	448,425
Number carried per mile of main railway track operated,	90,958
Number of round trips run, . . . . .	14,353
Number of car miles run, . . . . .	138,352
Average number of persons employed, . . . . .	15

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	7
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>10</b>
Construction, repair and other work cars, . . .	1
Number of cars equipped with fenders, . . .	10
Number of cars equipped with heaters (electric), . . .	3
Snow ploughs (electric), . . .	1
Other railway rolling stock: box car body and truck, . . .	1
Electric motors, . . .	20

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	4.930 miles.
Length of sidings, switches, etc., . . .	.220 "
Total, computed as single track, . . .	5.150 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . .	.140 miles.
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System of electric motive power in use by the company: Westinghouse and Thomson-Houston.

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg and Leominster.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY,

LEOMINSTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. Harry G. Lowe, *Treasurer*, Leominster, Mass. Chas. T. Foster, *Clerk of Corporation*, Leominster, Mass. Harry C. Garfield, *Superintendent*, Leominster, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harry L. Pierce, Leominster, Mass. Harry G. Lowe, Leominster, Mass. Harry C. Garfield, Leominster, Mass. Henry F. Sawtelle, Leominster, Mass. S. H. Amidon, Miller's Falls, Mass. Thos. O'Keeffe, Miller's Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRY L. PIERCE,  
HARRY C. GARFIELD,  
HENRY F. SAWTELLE,  
HARRY G. LOWE,  
S. H. AMIDON,  
T. O'KEEFFE,

*Directors.*

HARRY G. LOWE,

*Treasurer.*

H. C. GARFIELD,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. LEOMINSTER, Nov. 6, 1899. Then personally appeared the above-named Harry L. Pierce, Harry C. Garfield, Henry F. Sawtelle, Harry G. Lowe and S. H. Amidon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. A. PUTNAM,

*Justice of the Peace.*

## REPORT

OF THE

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH  
STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Operated by the Marlborough.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$19,688 26
Operating expenses, . . . . .	15,300 92
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$4,387 34
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$2,103 33
Interest and discount on unfunded debts and loans, . . . . .	355 97
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,459 30
Surplus for the year ending September 30, 1899, . . . . .	\$1,928 04
Amount of surplus September 30, 1898, . . . . .	1,023 65
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$2,951 69
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$16,192 06
Other earnings from operation: transfers, . . . . .	3,496 20
GROSS EARNINGS FROM OPERATION, . . . . .	\$19,688 26
EXPENSES OF OPERATION.	
Transportation expenses: Marlborough Street Railway Company for operating, . . . . .	\$15,300 92
TOTAL OPERATING EXPENSES, . . . . .	\$15,300 92

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$105,000 00	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	33,500 00	
Other items of railway cost: new crossing, . . . . .	1,035 00	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$139,535 00
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .		23,034 27
TOTAL PERMANENT INVESTMENTS, . . . . .		\$162,569 27
Cash and current assets:		
Cash, . . . . .	\$103 63	
Bills and accounts receivable, . . . . .	3,881 63	
TOTAL CASH AND CURRENT ASSETS, . . . . .		3,985 26
TOTAL, . . . . .		\$166,554 53
LIABILITIES.		CR.
Capital stock, . . . . .		\$80,000 00
Funded debt, . . . . .		60,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$22,500 00	
Audited vouchers and accounts, . . . . .	352 84	
TOTAL CURRENT LIABILITIES, . . . . .		22,852 84
Accrued liabilities: interest accrued and not yet due, . . . . .		750 00
Profit and Loss balance (surplus), . . . . .		2,951 69
TOTAL, . . . . .		\$166,554 53
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$80,000 00	
Capital stock authorized by votes of company, . . . . .	80,000 00	
Capital stock issued and outstanding, . . . . .		\$80,000 00
Number of shares issued and outstanding, . . . . .	800	
Number of stockholders, . . . . .	6	
Number of stockholders in Massachusetts, . . . . .	6	
Amount of stock held in Massachusetts, . . . . .	\$80,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold, . . . . .	Per Cent. 5	Jan. 1, 1919,	\$60,000 00	\$2,103 33



## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	323,841
Number carried per mile of main railway track operated, .	43,792
Number of round trips run, . . . . .	10,419
Number of car miles run, . . . . .	153,013

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	5
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>8</b>
Number of all above cars with 8 wheels, . . . . .	8
Number of cars equipped with fenders, . . . . .	8
Number of cars equipped with heaters (electric), . . .	3
Snow ploughs (electric), . . . . .	2
Electric motors, . . . . .	16

## RAILWAY OWNED.

Length of railway line, . . . . .	7.395 miles.
Length of sidings, switches, etc., . . . . .	.094 "
Total, computed as single track, . . . . .	7 489 "

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Framingham and Southborough.

## ACCIDENTS TO PERSONS.

KILLED. AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
<b>TOTALS, . . . . .</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>

## STATEMENT OF EACH ACCIDENT.

Oct. 14, 1898. — Man stepped from moving car and fell; slightly injured.

Nov. 3. — Boy, driving baker's cart, jumped out of cart to catch horse, which was frightened by car; was slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET  
RAILWAY COMPANY,

MARLBOROUGH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, Boston, Mass. Stillman F. Kelley, *Vice-President*, Boston, Mass. P. L. Saltonstall, *Treasurer*, Boston, Mass. E. P. Shaw, Jr., *Clerk of Corporation and General Manager*, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass. Stillman F. Kelley, Boston, Mass. P. L. Saltonstall, Boston, Mass. E. P. Shaw, Jr., Boston, Mass. W. S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. REED ANTHONY,  
PHILIP L. SALTONSTALL,  
E. P. SHAW, JR.,

*Directors.*

PHILIP L. SALTONSTALL,

*Treasurer.*

E. P. SHAW, JR.,

*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 3, 1899. Then personally appeared the above-named S. Reed Anthony, Philip L. Saltonstall and E. P. Shaw, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L K. SNOW,  
*Justice of the Peace.*

## REPORT

OF THE

## FRAMINGHAM UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$32,148 39
Operating expenses, . . . . .	18,308 85
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$13,839 54
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$2,500 00
Interest and discount on unfunded debts and loans, . . . . .	4,136 33
Taxes, . . . . .	841 86
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	7,478 19
Surplus for the year ending September 30, 1899, . . . . .	\$6,361 35
Amount of surplus September 30, 1898, . . . . .	4,103 54
	\$10,464 89
Debits to profit and loss account during the year :	
Horses, . . . . .	\$260 58
Harnesses, . . . . .	90 00
Carts, etc., . . . . .	101 00
TOTAL DEBITS, . . . . .	451 58
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$10,013 31
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$31,448 64
Receipts from carriage of mails, . . . . .	200 00
Receipts from carriage of express and parcels, . . . . .	123 50
Receipts from rentals of buildings and other property, . . . . .	120 00
Receipts from advertising in cars, . . . . .	206 25
Other earnings from operation : sales of manure, . . . . .	50 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$32,148 39

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,606 67
General office expenses and supplies, . . . . .	470 63
Legal expenses, . . . . .	202 20
Insurance, . . . . .	276 04
Other general expenses, . . . . .	717 83
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	162 60
Repair of electric line construction, . . . . .	78 54
Removal of snow and ice, . . . . .	547 86
Repair of buildings, . . . . .	73 51
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	963 00
Repair of electric equipment of cars, . . . . .	688 68
Renewal of horses, harnesses, shoeing, etc., . . . . .	15 75
Transportation expenses:	
Cost of electric motive power, . . . . .	4,631 64
Provender for horses, . . . . .	461 54
Wages and compensation of persons employed in conducting transportation, . . . . .	7,106 27
Damages for injuries to persons and property, . . . . .	18 60
Other transportation expenses, . . . . .	287 49
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$18,308 85</b>

PROPERTY ACCOUNTS.	
Additions to railway: roadbed and track, . . . . .	\$963 88
Additions to equipment:	
Additional cars (1 in number), . . . . .	\$1,763 20
Electric equipment of same and additional equipment of cars, . . . . .	1,692 30
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>3,455 50</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$4,419 38</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Harnesses, . . . . .	\$100 00
Cars and equipment, . . . . .	121 00
Horses, . . . . .	477 58
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>698 58</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$3,720 80</b>

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks and electric line construction, including poles, wiring, feeder lines, etc., . . . . .	\$110,963 88
Engineering and other expenses incident to construction, . . . . .	238 11
Other items of railway cost: office fixtures, . . . . .	38 77
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$111,240 76</b>

Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$23,952 70
Cost of land and buildings necessary for operation of railway, . . . . .	11,768 19
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$146,961 65</b>
Cash and current assets:	
Cash, . . . . .	\$541 23
Bills and accounts receivable, . . . . .	643 35
Sinking and other special funds, . . . . .	1,000 00
Other cash and current assets: prepaid insurance, \$124.40; prepaid interest, \$540.97, . . . . .	665 37
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>2,849 95</b>
Miscellaneous assets: materials and supplies, . . . . .	742 16
<b>TOTAL, . . . . .</b>	<b>\$150,553 76</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$30,000 00
Funded debt, . . . . .	50,000 00
Current liabilities:	
Loans and notes payable, . . . . .	\$58,000 00
Audited vouchers and accounts, . . . . .	615 63
Salaries and wages, . . . . .	161 59
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	<b>58,777 22</b>
Accrued liabilities:	
Interest accrued and not yet due, . . . . .	\$618 06
Taxes accrued and not yet due, . . . . .	145 17
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>	<b>763 23</b>
Sinking and other special funds: sinking fund, . . . . .	1,000 00
Profit and Loss balance (surplus), . . . . .	10,013 31
<b>TOTAL, . . . . .</b>	<b>\$150,553 76</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock issued and outstanding, . . . . .		\$30,000 00
Number of shares issued and outstanding, . . . . .	300	
Number of stockholders, . . . . .	37	
Number of stockholders in Massachusetts, . . . . .	36	
Amount of stock held in Massachusetts, . . . . .	\$29,450 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	July 1, 1909, . .	\$50,000 00	\$2,500 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of sinking fund, . . . . .	\$1,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$1,000 00</b>



## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	680,140
Number carried per mile of main railway track operated, .	106,974
Number of round trips run, . . . . .	26,544
Number of car miles run, . . . . .	135,332
Average number of persons employed, . . . . .	14

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	4	
Open passenger cars equipped for electric power, . . . . .	5	
Total, . . . . .		9
Box passenger cars equipped for horse power, . . . . .	6	
Open passenger cars equipped for horse power, . . . . .	6	
Total, . . . . .		12
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		21
Construction, repair and other work cars, . . . . .	1	
Number of cars equipped with fenders, . . . . .	9	
Number of cars equipped with heaters (electric), . . . . .	5	
Snow ploughs (horse), . . . . .	1	
Electric motors, . . . . .	11	
Other items of equipment: snow scraper, . . . . .	1	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.358 miles.
Length of sidings, switches, etc., . . . . .	.478 "
Total, computed as single track, . . . . .	6.836 "

System of electric motive power in use by the company: General Electric; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Framingham.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, Elm Street, Saxonville, . . . .	1	1
With Boston & Albany Railroad, Elm Street, Saxonville, . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	1	-	2
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	1	-	1	-	2

## STATEMENT OF EACH ACCIDENT.

Fare register fell and struck passenger.

Woman jumped from moving car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,  
SOUTH FRAMINGHAM, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. James J. Valentine, *Treasurer*, South Framingham, Mass. Ira B. Forbes, *Clerk of Corporation*, South Framingham, Mass. John W. Sullivan, *Superintendent*, South Framingham, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. James F. Shaw, Brookline, Mass. James R. Entwistle, Framingham, Mass. Luther F. Fuller, Framingham, Mass. Francis C. Stearns, Framingham, Mass. Ira B. Fenton, Framingham, Mass. Franklin E. Gregory, Framingham, Mass. Horatio F. Twombly, Framingham, Mass. James J. Valentine, Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,  
JAMES J. VALENTINE,  
FRANKLIN E. GREGORY,  
FRANCIS C. STEARNS,  
LUTHER F. FULLER,  
JAMES R. ENTWISTLE,  
*Directors.*  
JAMES J. VALENTINE,  
*Treasurer.*  
JOHN W. SULLIVAN,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 30, 1899. Then personally appeared the above-named W. B. Ferguson and Jas. J. Valentine, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. OCT. 30, 1899. Then personally appeared the within-named Franklin E. Gregory, Francis C. Stearns and Luther F. Fuller, and severally made oath that the within certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED L. OAKS,

*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. OCT. 31, 1899. Then appeared personally James R. Entwistle, above-named, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRED L. OAKS,

*Notary Public.*

## REPORT

OF THE

## GARDNER ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$16,259 14
Operating expenses, . . . . .	13,404 49
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,854 65
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,673 24
Taxes, . . . . .	828 96
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,502 20
Surplus for the year ending September 30, 1899, . . . . .	\$352 45
Amount of deficit September 30, 1898, . . . . .	2,568 14
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$2,215 69
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$16,214 94
Receipts from advertising in cars, . . . . .	26 25
Other earnings from operation: from guarantees of extra cars, . . . . .	17 95
GROSS EARNINGS FROM OPERATION, . . . . .	\$16,259 14
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,519 00
General office expenses and supplies, . . . . .	258 24
Legal expenses, . . . . .	125 00
Insurance, . . . . .	432 24
Other general expenses: small items, . . . . .	88 28
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	291 79
Repair of electric line construction, . . . . .	39 80
Removal of snow and ice, . . . . .	426 69
Repair of buildings, . . . . .	2 19
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	179 67
Repair of electric equipment of cars, . . . . .	169 38

Transportation expenses :	
Cost of electric motive power, . . . . .	\$4,120 72
Wages and compensation of persons employed in conducting transportation, . . . . .	5,437 47
Other transportation expenses, . . . . .	314 02
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$13,404 49</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$35,510 04	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	8,675 46	
Interest accrued during construction of railway, . . . . .	83 23	
Engineering and other expenses incident to construction, . . . . .	2,165 76	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$46,434 49</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$6,711 80	
Electric equipment of same, . . . . .	8,114 98	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>14,826 78</b>
Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$955 55	
Electric power stations, including equipment, . . . . .	11,727 66	
Other buildings necessary for operation of railway, . . . . .	2,150 91	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>14,834 12</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$76,095 39</b>
Cash and current assets :		
Cash, . . . . .	\$309 01	
Bills and accounts receivable, . . . . .	15 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>324 01</b>
Miscellaneous assets : materials and supplies, . . . . .		1,211 94
Profit and Loss balance (deficit), . . . . .		2,215 69
<b>TOTAL, . . . . .</b>		<b>\$79,847 03</b>
LIABILITIES.		CR.
Capital stock, . . . . .		
Current liabilities :		\$50,000 00
Loans and notes payable, . . . . .	\$28,819 91	
Audited vouchers and accounts, . . . . .	309 13	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>29,129 04</b>
Accrued liabilities : taxes accrued and not yet due, . . . . .		717 99
<b>TOTAL, . . . . .</b>		<b>\$79,847 03</b>



CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock issued and outstanding, . . . . .		\$50,000 00
Number of shares issued and outstanding, . . . . .	500	
Number of stockholders, . . . . .	44	
Number of stockholders in Massachusetts, . . . . .	41	
Amount of stock held in Massachusetts, . . . . .	\$48,600 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	326,935
Number carried per mile of main railway track operated, . . . . .	75,331
Number of round trips run, . . . . .	17,430
Number of car miles run, . . . . .	77,535
Average number of persons employed, . . . . .	12

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	3
Open passenger cars equipped for electric power, . . . . .	3
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	6
Number of all above cars with 8 wheels, . . . . .	6
Number of cars equipped with heaters (electric, 1; stoves, 2), . . . . .	3
Snow ploughs (electric, 1; horse, 1), . . . . .	2
Electric motors, . . . . .	13

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	4.340 miles.
Length of sidings, switches, etc., . . . . .	.114 "
Total, computed as single track, . . . . .	4.454 "

System of electric motive power in use by the company: Westinghouse;  
General Electric generator.

Names of the several cities and towns in which the railways operated by the  
company are located: Gardner.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Worcester Division, Fitchburg Railroad, Park Street (1 main, 2 side), . . . . .	3	1
With freight side track, North Main Street, . . . . .	1	1
With Worcester Division, Fitchburg Railroad, North Main Street (1 main, 2 side), . . . . .	3	1
With Worcester Division, Fitchburg Railroad, South Main Street (known as Kendall's crossing), . . . . .	1	1
With Worcester Division, Fitchburg Railroad, South Main Street (known as Sawin's crossing), . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	9	5

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	-	-	1
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	2	-	-	-	2

## STATEMENT OF EACH ACCIDENT.

Miss Lizzie Thomas was thrown across the car because of the car leaving rails; sprained shoulder. At same time conductor was thrown against the window, breaking same, and his chin was slightly cut by the broken glass.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER ELECTRIC STREET RAILWAY COMPANY,

GARDNER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Garland's Block, Gardner, Mass. Thomas B. Grimes, *Auditor*, 24 Marion Street, East Boston, Mass. F. LeNoir, *Superintendent*, Vernon Street, West Gardner, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Alexander S. Paton, Leominster, Mass. Thomas B. Grimes, 24 Marion Street, East Boston, Mass. Marcus A. Coolidge, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,  
EDWARD F. BLODGETT,  
JAMES A. STILES,  
A. S. PATON,  
THOMAS B. GRIMES,  
MARCUS A. COOLIDGE,  
*Directors.*  
JAMES A. STILES,  
*Treasurer.*  
FREDERICK LENOIR,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1899. Then personally appeared the above-named Frederic S. Coolidge, Edward F. Blodgett, James A. Stiles, A. S. Paton, Thomas B. Grimes and Marcus A. Coolidge, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. BOYCE,  
*Justice of the Peace.*

---

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1899. Then personally appeared the above-named Frederick LeNoir, and made oath that the foregoing certificate by him subscribed is true to the best of his knowledge and belief.

Before me,

CHARLES N. EDGELL,  
*Justice of the Peace.*

# REPORT

## OF THE

### GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation September 29, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$169 48
Operating expenses, . . . . .	116 41
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$53 07
Charges upon income accrued during the year: taxes, . . . . .	370 83
Deficit for the year ending September 30, 1899, . . . . .	\$317 76
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$317 76
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$169 48
GROSS EARNINGS FROM OPERATION, . . . . .	\$169 48
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies, . . . . .	\$49 84
Insurance, . . . . .	13 00
Transportation expenses:	
Cost of electric motive power, . . . . .	29 62
Damages for injuries to persons and property, . . . . .	19 76
Other transportation expenses, . . . . .	4 19
TOTAL OPERATING EXPENSES, . . . . .	\$116 41
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	
Cost of railway:	Dr.
Roadway and tracks, . . . . .	\$70,052 79
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	10,500 00

<b>Cost of railway — <i>Concluded.</i></b>		
Interest accrued during construction of railway,	\$1,022 35	
Engineering and other expenses incident to construction, . . . . .	2,941 96	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$84,517 10</b>
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$6,483 33	
Electric equipment of same, . . . . .	6,400 00	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>12,883 33</b>
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$1,137 38	
Electric power stations, including equipment, . . . . .	45,173 33	
Other buildings necessary for operation of railway, . . . . .	7,000 00	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>53,310 71</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$150,711 14</b>
Cash and current assets: cash, . . . . .		1,858 33
Miscellaneous assets: materials and supplies, . . . . .		1,291 05
Profit and Loss balance (deficit), . . . . .		317 76
<b>TOTAL, . . . . .</b>		<b>\$154,178 28</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$100,000 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$52,074 33	
Audited vouchers and accounts, . . . . .	2,103 95	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>54,178 28</b>
<b>TOTAL, . . . . .</b>		<b>\$154,178 28</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Amount paid in on 1,000 shares not yet issued, . . . . .		\$100,000 00
Number of stockholders, . . . . .	22	
Number of stockholders in Massachusetts, . . . . .	22	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	1,695
Number carried per mile of main track operated, . . . . .	147
Number of round trips run, . . . . .	18
Number of car miles run, . . . . .	94
Average number of persons employed, . . . . .	4
Company commenced operation September 29, 1899 (did not run the thirtieth).	

## DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power, . . . .	4
Number of all above cars with 8 wheels, . . . .	2
Number of cars equipped with fenders, . . . .	4
Number of cars equipped with heaters (electric), . . . .	4
Snow ploughs (electric), . . . .	1
Other railway rolling stock: service car, . . . .	1
Electric motors, . . . .	8

## RAILWAY OWNED.

Length of railway line (when finished), . . . .	11.520 miles.
Total, computed as single track, . . . .	11.520 "

## RAILWAY OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . .	5.230 miles.
Total, computed as single track, . . . .	5.230 "

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railway owned by the  
company is located: Gardner, Westminster and Fitchburg.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	-	-	-	1	-	1
Employees, . . . .	-	-	-	-	-	-
Other persons, . . . .	-	-	-	-	-	-
TOTALS, . . . .	-	-	-	1	-	1

## STATEMENT OF EACH ACCIDENT.

*Sept. 29, 1899.* — Philomena or Fillmeno Cosentino drove onto the track at a cross road, — car in plain sight twenty rods away, — and stopped; motor-man put on brake and stopped car, but not before car struck horse and threw lady out; two slight cuts on the face and a fractured radius.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY  
COMPANY,

GARDNER, MASS.



NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Halt Street, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer*, *Clerk of Corporation and General Counsel*, Gardner, Mass. Walter R. Dame, *Auditor*, Clinton, Mass. Frederick LeNoir, *Superintendent*, Gardner, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Alexander S. Paton, Leominster, Mass. William S. Reed, Leominster, Mass. George R. Damon, Leominster, Mass. Franklin S. Bolton, Westminster, Mass.

---

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,  
EDWARD F. BLODGETT,  
JAMES A. STILES,  
A. S. PATON,  
WILLIAM S. REED,

*Directors.*

JAMES A. STILES,

*Treasurer.*

FREDERICK LENOIR,

*Superintendent.*

---

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1899. Then personally appeared the above-named Frederic S. Coolidge, Edward F. Blodgett, James A. Stiles, A. S. Paton and William S. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. BOYCE,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1899. Then personally appeared the above-named Frederick LeNoir, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

CHARLES N. EDGELL,

*Justice of the Peace.*

# REPORT

## OF THE

### GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		DR.
Cost of railway : roadbed and tracks (paid to contractor), .		\$76,943 55
Cash and current assets : cash, . . . . .		13,056 45
TOTAL, . . . . .		\$90,000 00
LIABILITIES.		CR.
Capital stock (amount paid in), . . . . .		\$90,000 00
TOTAL, . . . . .		\$90,000 00
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$180,000 00	
Capital stock authorized by votes of company, . . . . .	180,000 00	
Amount paid in on 1,800 shares not yet issued, . . . . .		\$90,000 00
Number of stockholders, . . . . .	16	
Number of stockholders in Massachusetts, . . . . .	16	
Amount of stock held in Massachusetts, . . . . .	\$90,000 00	
RAILWAY OWNED.		
Length of railway line, . . . . .		18 000 miles.

Names of the several cities and towns in which the railway owned by the company is located : Georgetown, Newbury, Newburyport, Rowley and Ipswich.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY,  
BYFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President*, 316 Exchange Building, Boston, Mass. Arthur D. Veasey, *Vice-President*, Haverhill, Mass. Don A. Clay, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation and General Counsel*, Haverhill, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Arthur D. Veasey, Haverhill, Mass. Edmund B. Fuller, Haverhill, Mass. Don A. Clay, Boston, Mass. Herbert B. Newton, Haverhill, Mass. William S. Reed, Leominster, Mass. Benjamin Pearson, Jr., Byfield, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,  
DON A. CLAY,  
WILLIAM S. REED,  
BENJAMIN PEARSON, JR.,  
*Directors.*  
DON A. CLAY,  
*Treasurer.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1899. Then personally appeared the above-named Charles E. Barnes, Don A. Clay, William S. Reed and Benjamin Pearson, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,  
*Justice of the Peace.*

# REPORT

## OF THE

### GLOBE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$337,161 04
Operating expenses, . . . . .	198,471 74
	\$138,689 30
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$71,250 00
Interest and discount on unfunded debts and loans, . . . . .	1,775 51
Taxes :	
Accrued, . . . . .	\$5,676 66
Excise, . . . . .	7,202 63
	12,879 29
Other deductions from income: reconstruction suspense account, . . . . .	20,000 00
	105,904 80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	
Surplus for the year ending September 30, 1899, . . . . .	\$32,784 50
Amount of surplus September 30, 1898, . . . . .	17,241 70
	\$50,026 20
Credits to profit and loss account during the year :	
Stock, general, . . . . .	\$1,584 39
Adjustment old account, . . . . .	779 74
	\$2,364 13
TOTAL CREDITS, . . . . .	
Debits to profit and loss account during the year :	
Claim on account casualty insurance, . . . . .	9,251 84
	6,887 71
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . . . .	
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$43,138 49
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$320,117 10
Receipts from tolls for use of tracks by other companies, . . . . .	15,382 36
Receipts from rentals of buildings and other property, . . . . .	134 00
Receipts from advertising in cars, . . . . .	1,500 00
Othea earnings from operation: sales of manure, . . . . .	27 58
	\$337,161 04
GROSS EARNINGS FROM OPERATION, . . . . .	

## EXPENSES OF OPERATION.

## General expenses:

Salaries of general officers and clerks, . . . . .	\$8,588 15
General office expenses and supplies, . . . . .	977 30
Legal expenses, . . . . .	1,010 00
Insurance, . . . . .	11,994 46
Other general expenses: expenses State commissions, attractions, associations, etc., . . . . .	3,650 28

## Maintenance of roadway and buildings:

Repair of roadbed and track, . . . . .	15,296 47
Repair of electric line construction, . . . . .	4,534 49
Removal of snow and ice, . . . . .	2,906 33
Repair of buildings, . . . . .	396 39

## Maintenance of equipment:

Repair of cars and other vehicles, . . . . .	10,870 69
Repair of electric equipment of cars, . . . . .	11,987 91
Renewal of horses, harnesses, shoeing, etc., . . . . .	86 90

## Transportation expenses:

Cost of electric motive power, . . . . .	21,719 67
Provender for horses, . . . . .	560 25
Wages and compensation of persons employed in conducting transportation, . . . . .	88,155 06
Damages for injuries to persons and property, . . . . .	11,807 52
Rentals of buildings and other property, . . . . .	564 38
Other transportation expenses: supplies, etc., . . . . .	3,365 49

TOTAL OPERATING EXPENSES, . . . . .	\$198,471 74
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## PROPERTY ACCOUNTS.

Additions to equipment: machinery, machine shop, etc., . . . . .	\$566 00
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$566 00
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## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

Dr.

## Cost of railway:

Roadway and tracks, . . . . .	\$1,513,322 44
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	109,160 17

TOTAL COST OF RAILWAY OWNED, . . . . .	\$1,622,482 61
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## Cost of equipment:

Cars and other rolling stock and vehicles, . . . . .	\$332,424 55
Horses, . . . . .	579 96
Other items of equipment: . . . . .	5,943 94

TOTAL COST OF EQUIPMENT OWNED, . . . . .	338,948 45
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## Cost of land and buildings:

Land necessary for operation of railway, . . . . .	\$100,766 72
Electric power stations, including equipment, . . . . .	133,050 99

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	233,817 71
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TOTAL PERMANENT INVESTMENTS, . . . . .	\$2,195,248 77
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Cash and current assets:			
Cash, . . . . .	\$21,045	21	
Bills and accounts receivable, . . . . .	8,593	82	
Other cash and current assets: prepaid insurance, . . . . .	2,337	69	
TOTAL CASH AND CURRENT ASSETS, . . . . .			\$31,976 72
Miscellaneous assets: materials and supplies, . . . . .			11,799 84
TOTAL, . . . . .			\$2,239,025 33
LIABILITIES.		CR.	
Capital stock, . . . . .			\$700,000 00
Funded debt, . . . . .			1,425,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$23,500	00	
Audited vouchers and accounts, . . . . .	1,841	33	
TOTAL CURRENT LIABILITIES, . . . . .			25,341 33
Accrued liabilities:			
Interest accrued and not yet due (bonds), . . . . .	\$7,395	83	
Interest accrued and not yet due (notes), . . . . .	29	93	
Taxes accrued and not yet due, . . . . .	14,771	48	
Miscellaneous accrued liabilities: outstanding tickets, . . . . .	3,348	27	
TOTAL ACCRUED LIABILITIES, . . . . .			25,545 51
Sinking and other special funds: reconstruction suspense account, . . . . .			20,000 00
Profit and Loss balance (surplus), . . . . .			43,138 49
TOTAL, . . . . .			\$2,239,025 33
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$700,000	00	
Capital stock authorized by votes of company, . . . . .	700,000	00	
Capital stock issued and outstanding, . . . . .			\$700,000 00
Number of shares issued and outstanding, . . . . .	7,000		
Number of stockholders, . . . . .	12		
Number of stockholders in Massachusetts, . . . . .	7		
Amount of stock held in Massachusetts, . . . . .	\$646,500	00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage coupon (may be registered), twenty-year gold, . . . . .	5	April 1, 1912,	\$750,000 00	\$37,500 00
Twenty-year debenture coupon, gold, . . . . .	5	July 1, 1912,	550,000 00	27,500 00
Sixteen-year debenture coupon, gold, . . . . .	5	March 1, 1910,	125,000 00	6,250 00
TOTALS, . . . . .			\$1,425,000 00	\$71,250 00



## SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to reconstruction fund, . . .	\$20,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$20,000 00</b>

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	7,203,720
Number carried per mile of main railway track operated, . .	247,338
Number of round trips run, . . . . .	206,377
Number of car miles run, . . . . .	1,800,956
Average number of persons employed, . . . . .	225

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . 47	
Open passenger cars equipped for electric power, . . . 49	
Total, . . . . .	96
Box passenger cars equipped for horse power, . . . 4	
Open passenger cars equipped for horse power, . . . 11	
Total, . . . . .	15
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>111</b>
Construction, repair and other work cars, . . . . .	5
Number of cars equipped with fenders, . . . . .	96
Number of cars equipped with heaters (electric), . . . . .	47
Snow ploughs, (electric, 5; horse, 1), . . . . .	6
Carts and snow sleds, . . . . .	5
Other highway vehicles: 1 express wagon, 3 buggies, 1 sleigh,	5
Electric motors, . . . . .	124
Horses, . . . . .	5
Harnesses (double, 12; single, 3), . . . . .	15
Other items of equipment: snow levellers, . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	20.589 miles.
Length of second main track, . . . . .	8.536 "
Total length of main track, . . . . .	29.125 "
Length of sidings, switches, etc., . . . . .	1.396 "
Total, computed as single track, . . . . .	30.521 "

System of electric motive power in use by the company: overhead single trolley; Thomson-Houston.

Names of the several cities and towns in which the railways operated by the company are located: Fall River.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	11	-	13
Employees, . . . . .	-	-	1	-	1	-
Other persons, . . . . .	-	2	1	4	1	6
TOTALS, . . . . .	-	4	2	15	2	19

## STATEMENT OF EACH ACCIDENT.

October 7, 1898. — Man fell from running-board.

October 7. — Man fell trying to board moving car.

October 31. — Boy ran in front of car; killed.

December 9. — Team and car; woman injured.

Jan. 2, 1899. — Man killed, working under car.

January 12. — Team and car; driver of team injured.

February 21. — Girl struck by falling pole.

March 17. — Man asleep on track.

April 20. — Team and car; driver of team injured.

May 17. — Car left rail; passenger injured.

May 30. — Woman fell from car.

May 30. — Man fell getting off moving car.

July 14. — Woman fell getting off moving car.

July 15. — Trolley pole fell from car, striking woman on the arm.

July 20. — Woman fell getting off moving car.

August 6. — Man fell getting off moving car.

August 9. — Man fell getting off moving car.

August 12. — Man fell getting off moving car.

August 24. — Man fell getting off moving car.

August 27. — Woman fell getting off moving car.

September 24. — Woman fell getting off moving car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,

FALL RIVER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Goff, *President, Clerk of Corporation and General Manager*, Fall River, Mass. Herbert H. Read, *Treasurer*, Fall River, Mass. John H. Bowker, *Superintendent*, Fall River, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward N. Gibbs, Norwich, Conn. Charles L. Hubbard, Norwich, Conn. John N. Beckley, Rochester, N. Y. Thomas J. Nicholl, Rochester, N. Y. Benjamin Strong, New York, N. Y. Robert S. Goff, Fall River, Mass. Frank W. Brightman, Fall River, Mass. Marcus G. B. Swift, Fall River, Mass. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARCUS G. B. SWIFT,  
J. N. BECKLEY,  
BENJ. STRONG,  
ROBERT S. GOFF,  
FRANK W. BRIGHTMAN,  
E. N. GIBBS,  
HERBERT H. READ,

*Directors.*

HERBERT H. READ,

*Treasurer.*

JOHN H. BOWKER,

*Superintendent.*

---

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. OCT. 30, 1899. Then personally appeared the above-named J. N. Beckley, Benj. Strong, Robert S. Goff, Frank W. Brightman, E. N. Gibbs and Herbert H. Read, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN E. MOONEY,

[Certificate filed in New York County.]

*Notary Public, Kings County.*

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COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Oct. 31, 1899. Then personally appeared the above-named Marcus G. B. Swift, Herbert H. Reed and John H. Bowker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAS. M. SWIFT,

*Justice of the Peace.*

## REPORT

OF THE

## GLOUCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$73,318 66
Operating expenses, . . . . .	64,825 88
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$8,492 78
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$3,000 00
Interest and discount on unfunded debts and loans, . . . . .	4,881 09
Taxes:	
State and local, . . . . .	\$2,357 66
Commutation, . . . . .	1,424 90
	3,782 56
Rentals of leased railways: Gloucester & Rockport Street Railway, . . . . .	1,650 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	13,313 65
NET DEFICIT, . . . . .	\$4,820 87
Dividends declared (5 per cent), . . . . .	9,000 00
Deficit for the year ending September 30, 1899, . . . . .	\$13,820 87
Amount of surplus September 30, 1898, . . . . .	23,621 24
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$9,800 37
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$71,252 35
Receipts from tolls for use of tracks by other companies, . .	661 24
Receipts from rentals of buildings and other property, . .	1,158 32
Receipts from advertising in cars, . . . . .	245 00
Receipts from interest on deposits, . . . . .	1 75
GROSS EARNINGS FROM OPERATION, . . . . .	\$73,318 66
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,719 51
General office expenses and supplies, . . . . .	487 69
Legal expenses, . . . . .	113 70

General expenses — *Concluded.*

Insurance, . . . . .	\$1,196 16
Other general expenses, . . . . .	1,292 09
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	8,824 34
Repair of electric line construction, . . . . .	3,442 58
Removal of snow and ice, . . . . .	1,926 14
Repair of buildings, . . . . .	6,116 58
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	5,026 59
Repair of electric equipment of cars, . . . . .	3,604 39
Transportation expenses:	
Cost of electric motive power, \$16,685.92; less power sold, \$8,073.56; net, . . . . .	8,612 36
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	17,290 34
Damages for injuries to persons and property, . . . . .	400 85
Rentals of buildings and other property, . . . . .	340 16
Other transportation expenses: amusements, . . . . .	4,432 40
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$64,825 88</b>

## PROPERTY ACCOUNTS.

Additions to railway: extension of tracks (engineering), . . . . .	\$25 40
Additions to equipment: electric equipment of trucks, snow plough, motors, etc., . . . . .	2,334 68
Additions to land and buildings:	
Additional land necessary for operation of railway, . . . . .	\$100 00
New electric power stations, including ma- chinery, etc., . . . . .	1,225 66
Other new buildings necessary for operation of railway, . . . . .	516 16
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>1,841 82</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$4,201 90</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$121,457 81	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	42,137 98	
Interest accrued during construction of rail- way, . . . . .	3,770 48	
Engineering and other expenses incident to construction, . . . . .	4,751 74	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$172,118 01</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$28,406 54	
Electric equipment of same, . . . . .	58,843 59	
Horses, . . . . .	300 00	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>87,550 13</b>

Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$4,643 25	
Electric power stations, including equipment, . . . . .	43,358 79	
Other buildings necessary for operation of railway, . . . . .	29,304 27	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$77,306 31
TOTAL PERMANENT INVESTMENTS, . . . . .		\$336,974 45
Cash and current assets:		
Cash, . . . . .	\$1,331 26	
Bills and accounts receivable, . . . . .	8,706 39	
Other cash and current assets:		
Prepaid insurance, . . . . .	103 13	
Prepaid tax, . . . . .	785 87	
TOTAL CASH AND CURRENT ASSETS, . . . . .		10,926 65
Miscellaneous assets: materials and supplies, . . . . .		2,335 00
TOTAL, . . . . .		\$350,236 10
LIABILITIES.		CR.
Capital stock, . . . . .		\$180,000 00
Funded debt, . . . . .		60,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$82,500 00	
Audited vouchers and accounts, . . . . .	11,860 83	
TOTAL CURRENT LIABILITIES, . . . . .		94,360 83
Accrued liabilities:		
Taxes accrued and not yet due, . . . . .	\$1,424 90	
Rentals accrued and not yet due, . . . . .	1,650 00	
TOTAL ACCRUED LIABILITIES, . . . . .		3,074 90
Sinking and other special funds: insurance reserve, . . . . .		3,000 00
Profit and Loss balance (surplus), . . . . .		9,800 37
TOTAL, . . . . .		\$350,236 10
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$180,000 00	
Capital stock authorized by votes of company, . . . . .	180,000 00	
Capital stock issued and outstanding, . . . . .		\$180,000 00
Number of shares issued and outstanding, . . . . .	1,800	
Number of stockholders, . . . . .	6	
Number of stockholders in Massachusetts, . . . . .	6	
Amount of stock held in Massachusetts, . . . . .	\$180,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	April 1, 1907,	\$60,000 00	\$3,000 00



## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of insurance reserve fund, .	\$3,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$3,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,424,428
Number carried per mile of main railway track operated, .	138,847
Number of round trips run, . . . . .	32,693
Number of car miles run, . . . . .	265,405
Average number of persons employed, . . . . .	40

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	7
Open passenger cars equipped for electric power, . . . .	16
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	23
Construction, repair and other work cars, . . . . .	1
Number of cars equipped with fenders, . . . . .	23
Number of cars equipped with heaters (electric), . . . .	7
Snow ploughs (electric, 1; horse, 1), . . . . .	2
Other railway rolling stock: 1 tower wagon, 1 emergency wagon, 3 carts and wagons, 1 pung, 1 leveller, 1 walk-away, . . . . .	8
Electric motors, . . . . .	38
Horses, . . . . .	3
Harnesses (double, 1; single, 1), . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	8.768	1.491	10.259
Length of sidings, switches, etc., . . . . .	.405	.083	.488
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	9.173	1.574	10.747

System of electric motive power in use by the company: General Electric and Westinghouse Company.

Names of the several cities and towns in which the railways operated by the company are located: Gloucester.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, . . . . .	1	1
With Rockport Granite Company, . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	2	2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	2	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

May 27, 1899. — Passenger, under influence of liquor, jumped from car; head injured.

July 22. — Passenger, under influence of liquor, fell from car; slightly injured.

Other accidents have occurred during the year, whereby injuries of a slight nature were received; but, as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,

*Directors.*

CHARLES WILLIAMS,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,

*Justice of the Peace.*

## REPORT

OF THE

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$61,368 51
Operating expenses, . . . . .	47,304 50
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$14,064 01
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$6,250 00
Interest and discount on unfunded debts and loans, . . . . .	2,394 87
Taxes :	
State and local, . . . . .	\$2,167 17
Commutation, . . . . .	609 88
	2,777 05
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	11,421 92
Surplus for the year ending September 30, 1899, . . . . .	\$2,642 09
Amount of surplus September 30, 1898, . . . . .	3,145 03
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$5,787 12
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$61,118 76
Receipts from tolls for use of tracks by other companies, . . . . .	24 75
Receipts from advertising in cars, . . . . .	225 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$61,368 51
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,501 36
General office expenses and supplies, . . . . .	2,130 43
Insurance, . . . . .	1,767 20

Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	\$3,191 85
Repair of electric line construction, . . . . .	394 52
Removal of snow and ice, . . . . .	3,213 07
Repair of buildings, . . . . .	379 14
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	1,386 01
Repair of electric equipment of cars, . . . . .	3,182 31
Transportation expenses:	
Cost of electric motive power, . . . . .	7,755 50
Wages and compensation of persons employed in conducting transportation, . . . . .	19,335 68
Damages for injuries to persons and property, . . . . .	473 00
Tolls for trackage over other railways, . . . . .	273 74
Other transportation expenses: measuring and making blue prints of track, advertising, amusements, etc., . . . . .	1,320 69
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$47,304 50</b>

## PROPERTY ACCOUNTS.

Additions to railway: new guard rails, . . . . .	\$152 17
Additions to equipment:	
Electric equipment of cars, new controllers, etc., . . . . .	\$1,410 45
Other additions to equipment: wheel grinding machine, . . . . .	284 60
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>1,695 05</b>
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	13 60
Additions to other permanent property: office fixtures, . . . . .	133 19
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,994 01</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): office fixtures, . . . . .	90 00
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$1,904 01</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks, . . . . .	\$183,995 99
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	83,223 99
Engineering and other expenses incident to construction, . . . . .	8,410 25
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$275,630 23</b>
Cost of equipment:	
Cars and other rolling stock and vehicles, . . . . .	\$25,846 57
Electric equipment of same, . . . . .	24,223 37
Other items of equipment: heaters, fenders, etc., . . . . .	6,792 95
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>56,862 89</b>

Cost of land and buildings :			
Land necessary for operation of railway, . . . . .	\$4,024	90	
Electric power stations, including equipment, . . . . .	54,546	18	
Other buildings necessary for operation of railway, . . . . .	12,148	39	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			\$70,719 47
Other permanent property : office fixtures, . . . . .			43 19
TOTAL PERMANENT INVESTMENTS, . . . . .			\$403,255 78
Cash and current assets :			
Cash, . . . . .	\$5,623	80	
Bills and accounts receivable, . . . . .	1,485	32	
Other cash and current assets :			
Prepaid tax, . . . . .	722	39	
Prepaid insurance, . . . . .	422	80	
TOTAL CASH AND CURRENT ASSETS, . . . . .			8,254 31
Miscellaneous assets : materials and supplies, . . . . .			4,097 52
TOTAL, . . . . .			\$415,607 61
LIABILITIES.		Cr.	
Capital stock, . . . . .			\$250,000 00
Funded debt, . . . . .			125,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$27,000	00	
Audited vouchers and accounts, . . . . .	5,127	27	
TOTAL CURRENT LIABILITIES, . . . . .			32,127 27
Accrued liabilities :			
Interest accrued and not yet due, . . . . .	\$2,083	34	
Taxes accrued and not yet due, . . . . .	609	88	
TOTAL ACCRUED LIABILITIES, . . . . .			2,693 22
Profit and Loss balance (surplus), . . . . .			5,787 12
TOTAL, . . . . .			\$415,607 61
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$250,000	00	
Capital stock authorized by votes of company, . . . . .	250,000	00	
Capital stock issued and outstanding, . . . . .			\$250,000 00
Number of shares issued and outstanding, . . . . .	2,500		
Number of stockholders, . . . . .	7		
Number of stockholders in Massachusetts, . . . . .	7		
Amount of stock held in Massachusetts, . . . . .	\$250,000	00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Dec. 1, 1916,	\$125,000 00	\$6,250 00



## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,227,110
Number carried per mile of main railway track operated, .	55,757
Number of round trips run, . . . . .	10,564
Number of car miles run, . . . . .	348,632
Average number of persons employed, . . . . .	48

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	8
Open passenger cars equipped for electric power, . . . .	16
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>24</b>
Number of cars equipped with fenders, . . . . .	24
Number of cars equipped with heaters (electric), . . . .	8
Snow ploughs (electric, 3; horse, 3), . . . . .	6
Other railway rolling stock: 1 tower wagon, 1 express wagon,	2
Electric motors, . . . . .	46
Horses, . . . . .	2
Harnesses (single), . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	21.797	.211	22.008
Length of sidings, switches, etc., . . . . .	.465	-	.465
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>22.262</b>	<b>.211</b>	<b>22.473</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.160 miles.
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System of electric motive power in use by the company: Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Beverly, Wenham, Hamilton, Essex, Ipswich and Gloucester.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Essex Branch, at Hamilton, . .	1	1
With Boston & Maine Railroad, Gloucester Branch, at Beverly, .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	5	-	-	-	5
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	1	-	1	-
TOTALS, . . . . .	-	5	1	-	1	5

## STATEMENT OF EACH ACCIDENT.

*Aug. 5, 1899.* — Man, under the influence of liquor, lying on track in a dark spot; car struck and killed him.

*August 8.* — Car left the track, collided with tree; five passengers injured.

Other accidents have occurred during the year, whereby injuries of a slight nature were received; but, as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY,  
333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, 333 Union Street, Lynn, Mass. A. B. Bruce, *Vice-President*, Lawrence, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. A. B. Bruce, Lawrence, Mass. Charles Williams, Wakefield, Mass. Patrick F. Sullivan, Lowell, Mass. Nathan E. Morton, Lawrence, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,  
P. F. SULLIVAN,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1899. Then personally appeared the above-named P. F. Sullivan, director, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

BENTLEY W. WARREN,  
*Justice of the Peace.*

# REPORT

## OF THE

### GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Gloucester.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway, . . . . .		\$1,800 00
Dividends declared (6 per cent), . . . . .		\$1,800 00
Amount of surplus September 30, 1898, . . . . .		\$1,800 00
Debits to profit and loss account during the year: amount erroneously credited to surplus in 1896, . . . . .		\$1,800 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks, . . . . .	\$17,117 34	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	1,500 00	
Engineering and other expenses incident to construction, . . . . .	382 66	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$19,000 00
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$3,000 00	
Electric equipment of same, . . . . .	2,000 00	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		5,000 00
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$10,000 00	
Electric power stations, including equipment, . . . . .	6,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		16,000 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$40,000 00
TOTAL, . . . . .		\$40,000 00
LIABILITIES.		Cr.
Capital stock, . . . . .		\$30,000 00
Current liabilities: loans and notes payable, . . . . .		10,000 00
TOTAL, . . . . .		\$40,000 00

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$30,000 00	
Capital stock authorized by votes of company, . . . . .	30,000 00	
Capital stock issued and outstanding, . . . . .		\$30,000 00
Number of shares issued and outstanding, . . . . .	300	
Number of stockholders, . . . . .	13	
Number of stockholders in Massachusetts, . . . . .	13	
Amount of stock held in Massachusetts, . . . . .	\$30,000 00	
RAILWAY OWNED.		
Length of railway line, . . . . .		1.491 miles.
Length of sidings, switches, etc., . . . . .		.083 "
Total, computed as single track, . . . . .		1.574 "

Names of the several cities and towns in which the railway owned by the company is located: Gloucester.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY,

CHARLES WILLIAMS, *Treasurer*, 333 UNION STREET, LYNN, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Lynn, Mass. Charles Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Lynn, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Edwin L. Stone, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES WILLIAMS,

EDWIN L. STONE,

ELWIN C. FOSTER,

*Directors.*

#### COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Oct. 30, 1899. Then personally appeared the above-named Charles Williams, Edwin L. Stone and Elwin C. Foster, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,

*Justice of the Peace.*

# REPORT

## OF THE

### GRAFTON, UPTON & MILFORD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Obtained a certificate of incorporation, but construction of its railway not yet begun.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		Dr.	
Cost of railway (advance on contract for construction),	.		\$50,000 00
TOTAL,	. . . . .		\$50,000 00
LIABILITIES.		Cr.	
Capital stock (50 per cent on account),	. . . . .		\$50,000 00
TOTAL,	. . . . .		\$50,000 00
CAPITAL STOCK.			
Capital stock authorized by law,	. . . . .	\$100,000 00	
Capital stock authorized by votes of company,		100,000 00	
Amount paid in on 1,000 shares not yet issued,	. . . . .		\$50,000 00

#### GENERAL REMARKS AND EXPLANATIONS.

The road has not been built, and the whole matter stands as at the time of the organization of the company.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

THE GRAFTON, UPTON & MILFORD STREET RAILWAY COMPANY,  
ATLANTIC BANK BUILDING, BOSTON, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Louis B. Wheildon, *President and General Manager*, Portland, Me. Abbott A. Jenkins, *Vice-President*, Milford, Mass. Wm. G. Wheildon, *Treasurer*, Atlantic Bank Building, Boston, Mass. John F. Simmons, *Clerk of Corporation and General Counsel*, 53 State Street, Boston, Mass.



## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Louis B. Wheildon, Portland, Me. Abbott A. Jenkins, Milford, Mass.  
John F. Simmons, Hanover, Mass. Stephen B. Fiske, Upton, Mass. Wm. G.  
Wheildon, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. SIMMONS,  
WM. G. WHEILDON,  
LOUIS B. WHEILDON,  
*A Majority of the Directors.*  
WM. G. WHEILDON,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 18, 1899. Then personally appeared the above-named John F. Simmons, William G. Wheildon and Louis B. Wheildon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PORTER A. UNDERWOOD,  
*Notary Public.*

# REPORT

## OF THE

### GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$37,063 05
Operating expenses, . . . . .	22,395 56
<b>GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$14,667 49</b>
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$4,800 00
Interest and discount on unfunded debts and loans, . . . . .	1,122 45
Taxes, . . . . .	1,877 45
<b>TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .</b>	<b>7,799 90</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$6,867 59</b>
Dividends declared (4 per cent), . . . . .	4,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$2,867 59
Amount of surplus September 30, 1898, . . . . .	6,535 01
<b>TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$9,402 60</b>
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$36,191 94
Receipts from carriage of mails, . . . . .	458 90
Receipts from carriage of express and parcels, . . . . .	38 11
Receipts from rentals of buildings and other property, . . . . .	156 00
Receipts from advertising in cars, . . . . .	199 60
Other earnings from operation :	
Use of poles, . . . . .	6 50
Old account, . . . . .	12 00
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$37,063 05</b>
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,007 49
General office expenses and supplies, . . . . .	1,139 89
Insurance, . . . . .	1,520 32
Other general expenses : old bills, . . . . .	429 69

<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	\$2,091 94
Repair of roadbed and track (account State highway), . . . . .	623 51
Repair of electric line construction, . . . . .	484 88
Removal of snow and ice, . . . . .	355 47
Repair of buildings, . . . . .	88 71
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	1,010 73
Repair of electric equipment of cars, . . . . .	992 99
<b>Transportation expenses :</b>	
Cost of electric motive power, . . . . .	3,703 23
Wages and compensation of persons employed in conducting transportation, . . . . .	6,327 27
Wages and compensation of persons employed in car house, . . . . .	414 85
Damages for injuries to persons and property, . . . . .	18 23
Rentals of buildings and other property, . . . . .	15 00
Other transportation expenses, . . . . .	14 70
Amusements, . . . . .	1,156 66
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$22,395 56</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Extension of tracks (length, 11,645 feet), . . . . .	\$12,000 00
New electric line construction (length, 11,645 feet), . . . . .	3,000 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$15,000 00</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$146,126 84	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	23,000 00	
Engineering and other expenses incident to construction, . . . . .	4,123 08	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$173,249 92</b>
<b>Cost of equipment :</b>		
Cars and other rolling stock and vehicles, . . . . .	\$14,134 81	
Electric equipment of same, . . . . .	15,092 75	
Other items of equipment, . . . . .	2,850 00	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>32,077 56</b>
<b>Cost of land and buildings :</b>		
Land necessary for operation of railway, . . . . .	\$11,180 42	
Electric power stations, including equipment, . . . . .	15,000 00	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>26,180 42</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$231,507 90</b>
<b>Cash and current assets :</b>		
Cash, . . . . .	\$554 43	
Bills and accounts receivable, . . . . .	541 07	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>1,095 50</b>

Miscellaneous assets:		
Materials and supplies, . . . . .	\$833 47	
Other assets and property: office fixtures, . . . . .	139 18	
<b>TOTAL MISCELLANEOUS ASSETS, . . . . .</b>		<b>\$972 65</b>
<b>TOTAL, . . . . .</b>		<b>\$233,576 05</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$100,000 00
Funded debt, . . . . .		94,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$30,000 00	
Audited vouchers and accounts, . . . . .	173 45	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>30,173 45</b>
Profit and Loss balance (surplus), . . . . .		9,402 60
<b>TOTAL, . . . . .</b>		<b>\$233,576 05</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	66	
Number of stockholders in Massachusetts, . . . . .	64	
Amount of stock held in Massachusetts, . . . . .	\$98,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	May 1, 1916, .	\$94,000 00	\$4,800 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	741,969
Number carried per mile of main railway track operated, . . . . .	49,268
Number of round trips run, . . . . .	6,946
Number of car miles run, . . . . .	180,458
Average number of persons employed, . . . . .	20

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	5
Open passenger cars equipped for electric power, . . . . .	8
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>13</b>

Construction, repair and other work cars, . . . . .	1
Number of cars equipped with heaters (electric), . . . . .	5
Snow ploughs (electric), . . . . .	1
Carts and snow sleds, . . . . .	1
Other highway vehicles: tower wagon, . . . . .	1
Electric motors, . . . . .	24
Horses, . . . . .	1
Harnesses (single), . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	15.060 miles.
Length of sidings, switches, etc., . . . . .	.410 "
Total, computed as single track, . . . . .	15.470 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	2.960 miles.
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System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With Fitchburg Railroad (branch), main road to Turner's Falls, via Montague City, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	11	-	1	-	12
Employees, . . . . .	-	3	-	1	-	4
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	14	-	3	-	17

## STATEMENT OF EACH ACCIDENT.

*Sept. 28, 1898.* — Car No. 18, going slowly, ran into rear of car No. 12; track wet; one passenger slightly hurt, not serious.

*October 25.* — Collision near switch; two passengers slightly hurt; not serious.

*November 5.* — Man was run over, and lost foot; he was drunk, and was injured through his own carelessness.

*November 9.* — Flange broke to wheel; motorman slightly hurt, not serious.

*Jan. 13, 1899.* — Woman claimed injury by jolting of car, not serious.

*March 2.* — Car left rail; one passenger sprained ankle.

*April 19.* — Car left rail; two employees and six passengers hurt, none very seriously.

*June 9.* — Conductor hit by pole, not serious; his own carelessness.

*July 4.* — Woman claimed injury; no evidence or knowledge of accident.

*July 20.* — Passenger, standing on running-board of car, leaned backward and was hit by pole, not serious; passenger's own carelessness.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,  
GREENFIELD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank E. Lowe, *President and General Manager*, Greenfield, Mass. Fred. E. Pierce, *Treasurer and Clerk of Corporation*, Greenfield, Mass. George E. Rogers, *Auditor*. H. W. Howe, *Superintendent*.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank E. Lowe, Greenfield, Mass. Eben A. Hall, Greenfield, Mass. Nahum S. Cutler, Greenfield, Mass. Charles E. Dresser, Leominster, Mass. Alexander S. Paton, Leominster, Mass. Isaac Chenery, Montague, Mass. Fred. E. Pierce, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK E. LOWE,  
FRED. E. PIERCE,  
ALEXANDER S. PATON,  
CHAS. E. DRESSER,  
N. S. CUTLER,  
ISAAC CHENERY,  
EBEN A. HALL,

*Directors.*

FRED. E. PIERCE,

*Treasurer.*

FRANK E. LOWE,

*General Manager.*



## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 16, 1899. Then personally appeared the above-named Alexander S. Paton and Charles E. Dresser, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. J. LOTHROP,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 16, 1899. Then personally appeared the above-named Frank E. Lowe, Fred. E. Pierce, Eben A. Hall, Nahum S. Cutler and Isaac Chenery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN E. DONOVAN,

*Justice of the Peace.*

# REPORT

## OF THE

### HANOVER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 15, 1899.

[Consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham and the Rockland & Abington, July 15, 1899, and name changed to South Shore & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$9,914 64
Operating expenses, . . . . .	9,586 79
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$327 85
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$756 51
Taxes, . . . . .	400 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	1,156 51
Deficit for the period ending July 15, 1899, . . . . .	\$828 66
Amount of deficit September 30, 1898, . . . . .	4,694 44
	\$5,523 10
Credits to profit and loss account during the year: accounts payable credited to profit and loss, . . . . .	\$200 00
Debits to profit and loss account during the year: error in last report, . . . . .	25 13
NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . . .	174 87
TOTAL DEFICIT JULY 15, 1899, . . . . .	\$5,348 23
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$9,697 89
Receipts from carriage of mails, . . . . .	216 75
GROSS EARNINGS FROM OPERATION, . . . . .	\$9,914 64
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$151 50
General office expenses and supplies, . . . . .	207 05
Insurance (fire, \$33.80; accident, \$420), . . . . .	453 80

<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	\$993 31
Repair of electric line construction, . . . . .	21 76
Removal of snow and ice, . . . . .	961 04
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	331 94
Repair of electric equipment of cars, . . . . .	334 82
<b>Transportation expenses :</b>	
Cost of electric motive power, . . . . .	2,975 19
Wages and compensation of persons employed in conducting transportation, . . . . .	2,590 39
Damages for injuries to persons and property, . . . . .	122 00
Tolls for trackage over other railways, . . . . .	240 96
<b>Other transportation expenses :</b>	
Other employees, . . . . . \$176 26	
Transportation expenses, . . . . . 26 77	
	203 03
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$9,586 79</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Extension of tracks (length, 609.73 feet), . . . . .	\$1,163 15
New electric line construction (length 10,560 feet), . . . . .	2,186 88
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$3,350 03</b>
<b>Additions to equipment : sundry equipment, . . . . .</b>	<b>3 75</b>
<b>Additions to land and buildings : new buildings necessary for operation of railway, . . . . .</b>	<b>22 48</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$3,376 26</b>

## GENERAL BALANCE SHEET JULY 15, 1899.

ASSETS.		Dr.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$31,505 98	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,415 03	
Engineering and other expenses incident to construction, . . . . .	1,487 17	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$47,408 18</b>
<b>Cost of equipment :</b>		
Cars and other rolling stock and vehicles, . . . . .	\$7,593 31	
Electric equipment of same, . . . . .	6,804 76	
Other items of equipment : sundry equipment, . . . . .	1,407 03	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>15,805 10</b>
<b>Cost of land and buildings :</b>		
Land necessary for operation of railway, . . . . .	\$210 00	
Buildings necessary for operation of railway, . . . . .	3,912 69	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>4,122 69</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$67,335 97</b>

<b>Cash and current assets:</b>		
Cash, . . . . .	\$283 51	
Bills and accounts receivable, . . . . .	225 00	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$508 51
Miscellaneous assets: materials and supplies, . . . . .		409 07
Profit and Loss balance (deficit), . . . . .		5,348 23
<b>TOTAL,</b> . . . . .		<b>\$73,601 78</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$49,400 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$22,840 25	
Audited vouchers and accounts, . . . . .	981 53	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		23,821 78
Accrued liabilities: taxes accrued and not yet due, . . . . .		380 00
<b>TOTAL,</b> . . . . .		<b>\$73,601 78</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock issued and outstanding, . . . . .		\$49,400 00
Number of shares issued and outstanding, . . . . .	494	
Number of stockholders, . . . . .	63	
Number of stockholders in Massachusetts, . . . . .	63	
Amount of stock held in Massachusetts, . . . . .	\$49,400 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	196,626
Number carried per mile of main railway track operated, . . . . .	22,273
Number of round trips run, . . . . .	7,476
Number of car miles run, . . . . .	74,126
Average number of persons employed, . . . . .	8

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	6
<b>TOTAL PASSENGER CARS OF ALL KINDS,</b> . . . . .	<b>8</b>
Number of cars equipped with fenders, . . . . .	8
Number of cars equipped with heaters (electric), . . . . .	2
Snow ploughs (electric), . . . . .	1
Other railway rolling stock: tower wagon, . . . . .	1
Electric motors, . . . . .	14

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 7.342	Miles. 1.486	Miles. 8.828
Length of sidings, switches, etc., . . . . .	.326	.171	.497
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	7.668	1.657	9.325

System of electric motive power in use by the company : single trolley ; West-  
inghouse and General Electric.

Names of the several cities and towns in which the railways operated by the  
company are located : Hanover, Rockland and Norwell.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	1	-	1

## STATEMENT OF EACH ACCIDENT.

June 18, 1899. — Man stepped off car while in motion ; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HANOVER STREET RAILWAY COMPANY,

ROCKLAND, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, Philadelphia, Pa. Arthur H. Brooks, *Vice-President and General Counsel*, Boston, Mass. Gardner F. Wells, *Treasurer, Clerk of Corporation, General Manager and Superintendent*, Hingham, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa. Arthur H. Brooks, Boston, Mass. Gardner F. Wells, Hingham, Mass. George Whiting, Hingham, Mass. Richard H. Jenness, Boston, Mass. Fred C. Hines, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBERT L. REGISTER,  
ARTHUR H. BROOKS,  
GEORGE WHITING,  
GARDNER F. WELLS,

*Directors.*

GARDNER F. WELLS,

*Treasurer.*

GARDNER F. WELLS,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1899. Then personally appeared the above-named Albert L. Register and Arthur H. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GOLDMANN EDMUNDS,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. ROCKLAND, Nov. 3, 1899. Then personally appeared the above-named George Whiting, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GILES W. HOWLAND,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NOV. 4, 1899. Then personally appeared the above-named Gardner F. Wells, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. W. KELLEY,

*Justice of the Peace.*



## REPORT

OF THE

## HAVERHILL &amp; AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$101,936 67
Operating expenses, . . . . .	67,976 17
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$33,960 50
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$26,500 00
Interest and discount on unfunded debts and loans, . . . . .	1,582 93
Taxes, . . . . .	1,636 23
Other deductions from income : amusements, . . . . .	1,735 14
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	31,454 30
Surplus for the year ending September 30, 1899, . . . . .	\$2,506 20
Amount of surplus September 30, 1898, . . . . .	11,582 83
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$14,089 03
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$100,769 57
Receipts from carriage of mails, . . . . .	492 22
Receipts from advertising in cars, . . . . .	225 00
Other earnings from operation : rents, . . . . .	449 88
GROSS EARNINGS FROM OPERATION, . . . . .	\$101,936 67
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$3,793 09
General office expenses and supplies, . . . . .	231 48
Insurance, . . . . .	7,243 15
Other general expenses, . . . . .	2,010 48
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	2,660 85
Repair of electric line construction, . . . . .	693 93
Removal of snow and ice, . . . . .	2,877 09
Repair of buildings, . . . . .	203 34

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$3,510 68
Repair of electric equipment of cars, . . . . .	2,929 94
Transportation expenses:	
Cost of electric motive power, \$17,014.92; less power sold, \$563.99; net, . . . . .	16,450 93
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	24,046 17
Damages for injuries to persons and property, . . . . .	636 10
Tolls for trackage over other railways, . . . . .	130 02
Other transportation expenses: oil, waste, grease, etc., . .	558 92
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$67,976 17</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Taking up 30-pound rail and substituting 60- pound rail for electricity (length, 13,094 feet), . . . . .	\$20,443 60
New electric line construction (length, 13,094 feet), . . . . .	2,734 09
Other additions to railway: legal and engi- neering expenses on extension, . . . . .	113 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$23,290 69</b>
Additions to equipment:	
Electric equipment of additional cars, . . . . .	\$294 89
Other additions to equipment: sundry tools for machine shop, etc., . . . . .	787 48
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>1,082 37</b>
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	560 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$24,933 06</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

	ASSETS.	DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$170,186 32	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	47,746 72	
Interest accrued during construction of rail- way, . . . . .	9,506 88	
Engineering and other expenses incident to construction, . . . . .	4,710 48	
Other items of railway cost: Black Rocks & Salisbury Beach Street Railway property, . . . . .	308,526 81	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$540,677 21</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$16,695 84	
Electric equipment of same, . . . . .	56,454 05	
Other items of equipment: snow ploughs, heaters, registers, etc., . . . . .	15,193 73	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>88,343 62</b>

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$1,448 68	
Electric power stations, including equipment, . . . . .	43,777 60	
Other buildings necessary for operation of railway, . . . . .	9,880 72	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>\$55,107 00</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$684,127 83</b>
Cash and current assets :		
Cash, . . . . .	\$3,784 39	
Bills and accounts receivable, . . . . .	10,143 68	
Other cash and current assets :		
Prepaid interest, . . . . .	900 00	
Prepaid insurance, . . . . .	900 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>15,728 07</b>
Miscellaneous assets : materials and supplies, . . . . .		8,839 45
<b>TOTAL, . . . . .</b>		<b>\$703,695 35</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		490,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$39,530 34	
Audited vouchers and accounts, . . . . .	2,450 99	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>41,981 33</b>
Accrued liabilities : interest accrued and not yet due, . . . . .		7,624 99
Profit and Loss balance (surplus), . . . . .		14,089 03
<b>TOTAL, . . . . .</b>		<b>\$703,695 35</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	19	
Number of stockholders in Massachusetts, . . . . .	16	
Amount of stock held in Massachusetts, . . . . .	\$134,900 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds (\$290,000), First mortgage gold bonds of Black Rocks and Salisbury Beach Street Railway Company (\$111,000), for which \$111,000 Haverhill & Ames- bury Street Railway Company's first mortgage gold bonds are held in trust to retire or exchange for same, . . . . .	Per Cent. 5	July 1, 1912, .	\$179,000 00	\$8,950 00
Fifteen-year 6 per cent coupon notes, (\$200,000), . . . . .	5	Jan. 1, 1911, .	111,000 00	5,550 00
	6	Dec. 1, 1911, .	200,000 00	12,000 00
<b>TOTALS, . . . . .</b>			<b>\$490,000 00</b>	<b>\$26,500 00</b>

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,654,494
Number carried per mile of main railway track operated, . .	63,994
Number of round trips run, . . . . .	12,565
Number of car miles run, . . . . .	432,040
Average number of persons employed, . . . . .	50

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	13	
Open passenger cars equipped for electric power, . . . . .	23	
Total, . . . . .		36
Box passenger cars equipped for horse power, . . . . .	3	
Open passenger cars equipped for horse power, . . . . .	13	
Total, . . . . .		16
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		52
Construction, repair and other work cars, . . . . .		2
Number of cars equipped with fenders, . . . . .		36
Number of cars equipped with heaters (electric), . . . . .		13
Snow ploughs (electric, 5; horse, 2), . . . . .		7
Other railway rolling stock: 2 Baldwin locomotives, . . . . .		2
Carts and snow sleds, . . . . .		6
Other highway vehicles (1 Concord buggy, 1 express wagon), . . . . .		2
Electric motors, . . . . .		61
Horses, . . . . .		5
Harnesses (double, 5; single, 2), . . . . .		7

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line . . . . .	25.209	.645	25.854
Length of sidings, switches, etc., . . . . .	1.422	-	1.422
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	26.631	.645	27.276

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	3.040 miles.
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System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury and Newburyport.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, at Salisbury Depot, . . . . .	2	1
With Boston & Maine Railroad, in Salisbury, Amesbury Branch, .	1	1
With Boston & Maine Railroad, at Hookes crossing, Salisbury, .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	5	3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	4	1	-	1	4
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	4	1	-	1	4

## STATEMENT OF EACH ACCIDENT.

*Jan. 5, 1899.* — Passenger fainted and fell from car, cutting lip slightly.

*February 7.* — Car left rail and two lady passengers slightly injured.

*June 16.* — Car collided with car in front and a lady passenger jumped from the running-board and claimed an injury.

*June 21.* — Lady jumped from moving car and struck on head; died next day.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,

MERRIMAC, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Goss, *President*, Amesbury, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Leander E. Lynde, *Superintendent*, Merrimac, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Goss, Amesbury, Mass. Willard B. Ferguson, Malden, Mass. Edward P. Shaw, Newburyport, Mass. James F. Shaw, Brookline, Mass. Albert E. Pond, West Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,  
JAS. F. SHAW,  
E. P. SHAW,

*Directors.*

GEO. A. BUTMAN,  
*Treasurer.*

LEANDER E. LYNDE,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 8, 1899. Then personally appeared the above-named W. B. Ferguson, Jas. F. Shaw, E. P. Shaw, Leander E. Lynde and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,  
*Justice of the Peace.*



## REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET  
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$23,299 05
Operating expenses, . . . . .	15,816 83
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$7,482 22
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$875 00
Interest and discount on unfunded debts and loans, . . . . .	1,520 58
Taxes, . . . . .	947 90
Other deductions from income : amusements, . . . .	15 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,358 48
NET DIVISIBLE INCOME, . . . . .	\$4,123 74
Dividends declared (6 per cent), . . . . .	3,600 00
Surplus for the year ending September 30, 1899, . . . .	\$523 74
Amount of surplus September 30, 1898, . . . . .	6,597 31
Credits to profit and loss account during the year: profit on \$35,000 first mortgage bonds, . . . . .	1,050 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$8,171 05
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$23,066 05
Receipts from advertising in cars, . . . . .	233 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$23,299 05
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$1,943 99
General office expenses and supplies, . . . . .	107 06
Insurance, . . . . .	906 55
Other general expenses, . . . . .	428 81

<b>Maintenance of roadway and buildings :</b>		
Repair of roadbed and track, . . . . .		\$213 13
Repair of electric line construction, . . . . .		27 80
Removal of snow and ice, . . . . .		752 55
Repair of buildings, . . . . .		1 28
<b>Maintenance of equipment :</b>		
Repair of cars and other vehicles, . . . . .		495 27
Repair of electric equipment of cars, . . . . .		252 44
<b>Transportation expenses :</b>		
Cost of electric motive power, . . . . .		4,486 50
Wages and compensation of persons employed in conducting transportation, . . . . .		5,754 20
Damages for injuries to persons and property, . . . . .		7 00
Tolls for trackage over other railways, . . . . .		319 62
Other transportation expenses : oil, grease, cotton waste, etc , . . . . .		120 63
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$15,816 83</b>
<hr/>		
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway :</b>		
Extension of tracks (length, 1,097 feet), . . . . .	\$3,224 49	
New electric line construction (length, 1,097 feet), . . . . .	261 10	
Other additions to railway : legal and engineering expenses, . . . . .	1,047 88	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$4,533 47</b>
<b>Additions to equipment :</b>		
Electric equipment of cars, . . . . .	\$3 25	
Other additions to equipment : new fenders, registers, etc., . . . . .	315 28	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>318 53</b>
<b>Additions to land and buildings : additional land necessary for operation of railway, . . . . .</b>		<b>50 00</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$4,902 00</b>
<hr/>		
<b>GENERAL BALANCE SHEET SEPTEMBER 30, 1899.</b>		
	<b>ASSETS.</b>	<b>DR.</b>
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$63,932 11	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	15,389 02	
Engineering and other expenses incident to construction, . . . . .	6,672 30	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$85,993 43</b>
<b>Cost of equipment :</b>		
Cars and other rolling stock and vehicles, . . . . .	\$7,185 69	
Electric equipment of same, . . . . .	6,156 65	
Other items of equipment : snow ploughs, tools, etc., . . . . .	2,608 57	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>15,950 91</b>

Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$575 00	
Buildings necessary for operation of railway, . . . . .	4,953 93	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>\$5,528 93</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$107,473 27</b>
Cash and current assets:		
Cash, . . . . .	\$794 52	
Other cash and current assets: prepaid insurance, . . . . .	150 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>944 52</b>
Miscellaneous assets: materials and supplies, . . . . .		700 00
<b>TOTAL, . . . . .</b>		<b>\$109,117 79</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$60,000 00
Funded debt, . . . . .		35,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$4,933 00	
Audited vouchers and accounts, . . . . .	867 90	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>5,800 90</b>
Accrued liabilities: interest accrued and not yet due, . . . . .		145 84
Profit and Loss balance (surplus), . . . . .		8,171 05
<b>TOTAL, . . . . .</b>		<b>\$109,117 79</b>

<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock issued and outstanding, . . . . .		\$60,000 00
Number of shares issued and outstanding, . . . . .	600	
Number of stockholders, . . . . .	15	
Number of stockholders in Massachusetts, . . . . .	15	
Amount of stock held in Massachusetts, . . . . .	\$60,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	March 1, 1919,	\$35,000 00	\$875 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	462,818
Number carried per mile of main railway track operated, . . . . .	72,793
Number of round trips run, . . . . .	9,534
Number of car miles run, . . . . .	120,187
Average number of persons employed, . . . . .	10

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . .	7
Number of cars equipped with fenders, . . .	7
Number of cars equipped with heaters (electric), . . .	3
Snow ploughs (electric), . . .	1
Electric motors, . . .	14

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . .	5.871	.487	6.358
Length of sidings, switches, etc., . . .	.041	.029	.070
TOTAL, COMPUTED AS SINGLE TRACK, . . .	5.912	.516	6.428

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Groveland and Georgetown.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Main Street, Georgetown, . .	2	1
With Boston & Maine Railroad, Main Street, Georgetown, . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . .	5	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	2	-	2
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	2	-	2
TOTALS, . . .	-	-	-	4	-	4

## STATEMENT OF EACH ACCIDENT.

*Dec. 6, 1898.* — Car in collision with wagon; driver intoxicated; slightly injured.

*Jan. 15, 1899.* — Man fell off car; intoxicated; slightly injured.

*July 15.* — Car ran over instep of man lying near track, in evening; intoxicated.

*August 3.* — Woman stepped off moving car; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY CO.,  
GEORGETOWN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President*, 316 Exchange Building, Boston, Mass. Don A. Clay, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation and General Counsel*, Haverhill, Mass. Benjamin F. Bartlett, *Superintendent*, Georgetown, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Edmund B. Fuller, Haverhill, Mass. Don A. Clay, Boston, Mass. Arthur D. Veasey, Haverhill, Mass. Herbert B. Newton, Haverhill, Mass. John F. Hall, Plymouth, Mass. William W. Burgess, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,  
DON A. CLAY,  
H. B. NEWTON,  
EDMUND B. FULLER,  
*Directors.*  
DON A. CLAY,  
*Treasurer.*  
BENJAMIN F. BARTLETT,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 31, 1899. Then personally appeared the above-named Charles E. Barnes, Don A. Clay, Herbert B. Newton and Benjamin F. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1899. Then personally appeared the above-named Edmund B. Fuller, and made oath that the foregoing certificate subscribed by him is, to the best of his knowledge and belief, true.

Before me,

WILLIAM N. HOWARD,  
*Justice of the Peace.*

## REPORT

OF THE

## HINGHAM STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 15, 1899.

[Consolidated with the Hanover July 15, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$30,077 48
Operating expenses, . . . . .	25,674 70
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$4,402 78
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$5,774 95
Interest and discount on unfunded debts and loans, . . . . .	4,105 37
Taxes, . . . . .	2,250 00
Rentals of leased railways : interest on Hull Street Railway bonds, . . . . .	900 00
Other deductions from income : old accidents and legal expenses, . . . . .	3,753 30
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	16,783 62
Deficit for the period ending July 15, 1899, . . . . .	\$12,380 84
Amount of deficit September 30, 1898, . . . . .	10,876 80
Credits to profit and loss account during the year : supplies, . . . . .	\$23,257 64 3,875 00
TOTAL DEFICIT JULY 15, 1899, . . . . .	\$19,382 64
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$29,563 02
Receipts from carriage of mails, . . . . .	389 46
Receipts from advertising in cars, . . . . .	125 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$30,077 48
EXPENSES OF OPERATION.	
General expenses :—	
Salaries of general officers and clerks, . . . . .	\$2,155 51
General office expenses and supplies, . . . . .	972 82



**General expenses — *Concluded.***

Insurance (fire, \$459.23; accident, \$735.25), . . . .	\$1,194 48
Other general expenses:	
Other employees, . . . . .	\$885 10
Printing and advertising, . . . . .	157 48
	<hr/>
	1,042 58
<b>Maintenance of roadway and buildings:</b>	
Repair of roadbed and track, . . . . .	614 88
Repair of electric line construction, . . . . .	936 23
Removal of snow and ice, . . . . .	1,810 54
Repair of buildings, . . . . .	38 03
<b>Maintenance of equipment:</b>	
Repair of cars and other vehicles, . . . . .	1,311 65
Repair of electric equipment of cars, . . . . .	1,296 28
<b>Transportation expenses:</b>	
Cost of electric motive power, \$6,766.75; less power sold, \$1,624.17, . . . . .	5,142 58
Wages and compensation of persons employed in conducting transportation, . . . . .	8,254 00
Damages for injuries to persons and property, . . . . .	20 00
Tolls for trackage over other railways, . . . . .	43 13
Rentals of track, . . . . .	618 75
Other transportation expenses:	
Transfers, . . . . .	\$17 82
Oil and grease, . . . . .	43 61
Water, . . . . .	161 81
	<hr/>
	223 24
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<hr/> <b>\$25,674 70</b> <hr/>

**PROPERTY ACCOUNTS.**

<b>Additions to railway:</b>	
Extension of tracks (length, 10,081.57 feet), . . . . .	\$43,547 61
New electric line construction (length, 36,474.27 feet), . . . . .	9,320 51
Other additions to railway: engineering, . . . . .	359 30
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<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$53,227 42</b>
<b>Additions to equipment:</b>	
Additional cars, . . . . .	\$5,456 11
Electric equipment of same, . . . . .	1,525 20
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<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>6,981 31</b>
<b>Additions to land and buildings: additional equipment of power stations, . . . . .</b>	<b>9 00</b>
	<hr/>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$60,217 73</b> <hr/>

**GENERAL BALANCE SHEET JULY 15, 1899.**

ASSETS.	Dr.
<b>Cost of railway:</b>	
Roadway and tracks, . . . . .	\$255,165 58
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	49,523 44
Engineering and other expenses incident to construction, . . . . .	4,740 51
	<hr/>
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$309,429 53</b> <hr/>

Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$39,663 20	
Electric equipment of same, . . . . .	29,630 09	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>\$69,293 29</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$8,600 00	
Electric power stations, including equipment, . . . . .	41,090 74	
Other buildings necessary for operation of railway, . . . . .	8,206 02	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>57,896 76</b>
Other permanent property:		
Weymouth bridge, . . . . .	\$4,617 90	
Water works, . . . . .	3,527 15	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		<b>8,145 05</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$444,764 63</b>
Cash and current assets:		
Bills and accounts receivable, . . . . .	\$2,858 72	
Other cash and current assets: accrued fire insurance, . . . . .	270 12	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>3,128 84</b>
Miscellaneous assets: materials and supplies, . . . . .		4,068 58
Profit and Loss balance (deficit), . . . . .		19,882 64
<b>TOTAL, . . . . .</b>		<b>\$471,344 69</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$188,000 00
Funded debt, . . . . .		174,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$86,728 25	
Audited vouchers and accounts, . . . . .	20,061 83	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>106,790 00</b>
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$641 63	
Taxes accrued and not yet due, . . . . .	1,639 33	
Miscellaneous accrued liabilities: accrued accident insurance, . . . . .	273 65	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>2,554 61</b>
<b>TOTAL, . . . . .</b>		<b>\$471,344 69</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$188,000 00	
Capital stock authorized by votes of company, . . . . .	188,000 00	
Capital stock issued and outstanding, . . . . .		\$188,000 00
Number of shares issued and outstanding, . . . . .	1,880	
Number of stockholders, . . . . .	61	
Number of stockholders in Massachusetts, . . . . .	52	
Amount of stock held in Massachusetts, . . . . .	\$36,800 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, Hingham Street Railway Company, . . . .	5	June 1, 1916,	\$154,000 00	\$5,774 95
First mortgage bonds, Hull Street Railway Company, . . . .	6	July 1, 1911,	20,000 00	900 00
TOTALS, . . . . .	. .	. . . .	\$174,000 00	\$6,674 95

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	591,320
Number carried per mile of main railway track operated,	31,426
Number of round trips run, . . . . .	31,939
Number of car miles run, . . . . .	231,040
Average number of persons employed, . . . . .	35

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	5
Open passenger cars equipped for electric power, . . . .	25
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	30
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	5
Number of cars equipped with fenders, . . . . .	30
Number of cars equipped with heaters (electric), . . . .	5
Snow ploughs (electric, 2; horse, 1), . . . . .	3
Other highway vehicles:	
Tower wagon, . . . . .	1
Dump carts, . . . . .	2
Electric motors, . . . . .	58

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	15.124	1.639	16.763
Length of second main track, . . . . .	2.053	-	2.053
TOTAL LENGTH OF MAIN TRACK, . . . . .	17.177	1.639	18.816
Length of sidings, switches, etc., . . . . .	1.295	-	1.295
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	18.472	1.639	20.111

System of electric motive power in use by the company: single trolley; Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Hingham, Hull and Weymouth.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Hingham, .	2	1
With New York, New Haven & Hartford Railroad, at Weir River, .	2	1
With New York, New Haven & Hartford Railroad, at Wade's Crossing, . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	6	3

Number of above crossings at which *frogs* are inserted in the tracks, . 3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	5	-	2	-	7
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	5	-	5	-	10

## STATEMENT OF EACH ACCIDENT.

June 25, 1899. — Man fell from car; slightly injured (conductor).

June 30. — Car struck carriage; man and woman slightly injured.

July 9. — Collision of cars; five persons slightly injured.

July 13. — Two ladies tried to get on car while in motion; very slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HINGHAM STREET RAILWAY COMPANY,

ROCKLAND, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, Boston, Mass. P. L. Saltonstall, *Treasurer*, Boston, Mass. Walter B. Foster, *Clerk of Corporation*, Hingham, Mass. Arthur H. Brooks, *General Counsel*, Boston, Mass. Gardner F. Wells, *General Manager and Superintendent*, Hingham, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass. Walter B. Foster, Hingham, Mass. Bradford B. Wilder, Hingham, Mass. Arthur H. Brooks, Boston, Mass. David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa. P. L. Saltonstall, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. REED ANTHONY,  
P. L. SALTONSTALL,  
ALBERT L. REGISTER,  
ARTHUR H. BROOKS,

*Directors.*

P. L. SALTONSTALL,

*Treasurer.*

GARDNER F. WELLS,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1899. Then personally appeared the above-named S. Reed Anthony, Albert L. Register and P. L. Saltonstall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L K. SNOW,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1899. Then personally appeared the above-named Arthur H. Brooks, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GOLDMAN EDMUNDS,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NOV. 4, 1899. Then personally appeared the within-named Gardner F. Wells, and made oath that the within certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. W. KELLEY,

*Justice of the Peace.*

# REPORT

## OF THE

### HOLBROOK & WEYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Obtained a certificate of incorporation, but construction of its railway not yet begun.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		DR.	
Cost of railway: expenses in organization, engineering, legal and other expenses, . . . . .			\$2,500 00
LIABILITIES.		CR.	
Capital stock (10 subscriptions to capital), . . . . .			\$2,500 00
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$25,000 00		
Capital stock authorized by votes of company, . . . . .	25,000 00		
Amount paid in on 2,500 shares not yet issued (10 per cent), . . . . .			\$2,500 00
Number of subscribers, . . . . .	8		
Number of stockholders in Massachusetts, . . . . .	4		

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLBROOK & WEYMOUTH STREET RAILWAY COMPANY,  
4 POST OFFICE SQUARE, BOSTON, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, Philadelphia, Pa. Albert L. Register, *Vice-President*, Philadelphia, Pa. Oliver E. Chapman, *Treasurer and Clerk of Corporation*, 4 Post Office Square, Boston, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa. C. Walter Palmer, Philadelphia, Pa. Gardner F. Wells, Weymouth, Mass. A. H. Walcott, North Abington, Mass. Arthur H. Brooks, Boston, Mass. Oliver E. Chapman, Plymouth, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBERT L. REGISTER,  
GARDNER F. WELLS,  
ARTHUR H. BROOKS,  
OLIVER E. CHAPMAN,

*Directors.*

OLIVER E. CHAPMAN,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 29, 1899. Then personally appeared the above-named Albert L. Register, Gardner F. Wells and Arthur H. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

H. E. WARNER,

*Notary Public.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 5, 1899. Then personally appeared the above-named Oliver E. Chapman, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

G. E. TRIPP,

*Notary Public.*

# REPORT

## OF THE

### HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

#### GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation, . . . . .		\$233,078 97
Operating expenses, . . . . .		155,029 26
NET EARNINGS FROM OPERATION, . . . . .		\$78,049 71
Miscellaneous income: from use of Mt. Tom pavilion grounds and entertainments, . . . . .		8,140 00
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .		\$86,189 71
Charges upon income accrued during the year:		
Interest on funded debt, . . . . .	\$12,500 00	
Interest and discount on unfunded debts and loans, . . . . .	5,059 34	
Taxes, . . . . .	17,137 00	
Rentals of leased railways: Mt. Tom Railroad Company, . . . . .	6,000 00	
Other deductions from income:		
Expense operating Mountain Park, . . . . .	\$788 75	
Expense operating Mt. Tom House, . . . . .	1,601 03	
	2,389 78	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .		43,086 12
NET DIVISIBLE INCOME, . . . . .		\$43,103 59
Dividends declared (8 per cent), . . . . .		40,000 00
Surplus for the year ending September 30, 1899, . . . . .		\$3,103 59
Amount of surplus September 30, 1898, . . . . .		65,260 41
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .		\$68,364 00

#### EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$230,806 36
Receipts from tolls for use of tracks by other companies, . . . . .	383 30
Receipts from rentals of buildings and other property, . . . . .	629 50
Receipts from advertising in cars, . . . . .	916 85
Receipts from interest on deposits, . . . . .	342 96
<hr/>	
GROSS EARNINGS FROM OPERATION, . . . . .	\$233,078 97

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$8,200 00
General office expenses and supplies, . . . . .	1,310 46
Legal expenses, . . . . .	155 00
Insurance, . . . . .	1,384 09
Other general expenses: telephones, \$138.89; directors' fees, \$205; engineering, \$102.05; sundry expenses, \$371.95,	817 89
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	12,028 52
Repair of electric line construction, . . . . .	1,748 62
Removal of snow and ice, . . . . .	7,088 08
Repair of buildings, . . . . .	1,174 44
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	14,290 15
Repair of electric equipment of cars, . . . . .	7,330 09
Transportation expenses:	
Cost of electric motive power, . . . . .	19,193 85
Wages and compensation of persons employed in conducting transportation, . . . . .	71,171 74
Damages for injuries to persons and property, . . . . .	7,766 33
Other transportation expenses: printing, \$297.75; water, \$55.51; coal for heating, \$646.74; inspectors, \$53.16; oil and waste, \$150.50; street sprinkling, \$26.60; sundry items, \$139.74, . . . . .	1,370 00
TOTAL OPERATING EXPENSES, . . . . .	\$155,029 26

PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks (length, 4,335 feet), . . . . .	\$13,930 21
New electric line construction (length, 4,335 feet), . . . . .	856 53
TOTAL ADDITIONS TO RAILWAY, . . . . .	\$14,786 74
Additions to equipment:	
Additional cars (3 in number), . . . . .	\$4,573 02
Electric equipment of same, . . . . .	2,550 00
TOTAL ADDITIONS TO EQUIPMENT, . . . . .	7,123 02
Additions to land and buildings: additional equipment of power stations, . . . . .	37,149 67
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$59,059 43

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks, . . . . .	\$430,176 23
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	71,081 00
TOTAL COST OF RAILWAY OWNED, . . . . .	\$501,257 23
Cost of equipment:	
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$167,849 70
Horses, . . . . .	3,503 75
TOTAL COST OF EQUIPMENT OWNED, . . . . .	171,353 45

Cost of land and buildings :			
Land necessary for operation of railway, .	\$32,510 00		
Electric power stations, including equipment, .	163,571 64		
Other buildings necessary for operation of railway, . . . . .	45,186 48		
TOTAL COST OF LAND AND BUILDINGS OWNED, . .			\$241,268 12
Other permanent property :			
Grover Street tenement block, . . . .	\$5,000 00		
Mountain Park property, . . . . .	29,000 00		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			34,000 00
TOTAL PERMANENT INVESTMENTS, . . . . .			\$947,878 80
Cash and current assets :			
Cash, . . . . .	\$15,353 71		
Bills and accounts receivable, . . . . .	1,140 00		
TOTAL CASH AND CURRENT ASSETS, . . . . .			16,493 71
Miscellaneous assets : materials and supplies, . . . . .			6,147 29
TOTAL, . . . . .			\$970,519 80
LIABILITIES.		Cr.	
Capital stock, . . . . .			\$500,000 00
Funded debt, . . . . .			250,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$121,126 68		
Audited vouchers and accounts, . . . . .	25,029 12		
Rentals due and unpaid (including rentals due October 1), . . . . .	6,000 00		
TOTAL CURRENT LIABILITIES, . . . . .			152,155 80
Profit and Loss balance (surplus), . . . . .			68,364 00
TOTAL, . . . . .			\$970,519 80
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$500,000 00		
Capital stock authorized by votes of company, . . . . .	500,000 00		
Capital stock issued and outstanding, . . . . .			\$500,000 00
Number of shares issued and outstanding, . . . . .	5,000		
Number of stockholders, . . . . .	151		
Number of stockholders in Massachusetts, . . . . .	135		
Amount of stock held in Massachusetts, . . . . .	\$449,400 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Two hundred bonds of one thousand dollars each, . . . . .	5	April 1, 1915,	\$200,000 00	\$10,000 00
One hundred bonds of five hundred dollars each, . . . . .	5	April 1, 1915,	50,000 00	2,500 00
TOTALS, . . . . .			\$250,000 00	\$12,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,468,059
Number carried per mile of main railway track operated, .	142,827
Number of round trips run, . . . . .	129,439
Number of car miles run, . . . . .	1,172,660
Average number of persons employed, . . . . .	201

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	34
Open passenger cars equipped for electric power, . . . .	53
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>87</b>
Construction, repair and other work cars, . . . . .	6
Number of all above cars with 8 wheels, . . . . .	2
Number of cars equipped with fenders, . . . . .	87
Number of cars equipped with heaters (electric), . . . .	34
Snow ploughs (electric), . . . . .	5
Other railway rolling stock: track sweeper, . . . . .	1
Carts and snow sleds, . . . . .	2
Other highway vehicles (1 tower wagon, 2 wagons, 1 sleigh),	4
Electric motors, . . . . .	143
Horses, . . . . .	4
Harnesses (double, 2; single, 2), . . . . .	4
Other items of equipment: repair shop and tools.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	24.887	.900	25.787
Length of second main track, . . . . .	5.496	-	5.496
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>30.383</b>	<b>.900</b>	<b>31.283</b>
Length of sidings, switches, etc., . . . . .	2.700	.100	2.800
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>33.083</b>	<b>1.000</b>	<b>34.083</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line, . . . . .	1.537	2.437
Length of second main track, . . . . .	.865	.865
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>2.402</b>	<b>3.302</b>

System of electric motive power in use by the company: overhead trolley.  
Names of the several cities and towns in which the railways operated by the company are located: Holyoke, Chicopee, Northampton and South Hadley.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad (two tracks cross two tracks), Dwight Street, near Front Street, . . . . .	2	2
With Boston & Maine Railroad (two tracks cross one track), Main Street, near Cross Street, . . . . .	1	2
With Boston & Maine Railroad (one track crosses three tracks), Cabot Street, near third level canal, . . . . .	3	1
With Boston & Maine Railroad (one track crosses one track), Cabot Street, near Race Street, . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	7	6

Number of above crossings at which *frogs* are inserted in the tracks, . All

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	6	-	8
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	1	5	1	5
TOTALS, . . . . .	-	2	1	12	1	14

## STATEMENT OF EACH ACCIDENT.

Oct. 27, 1898. — Collision with team; driver slightly injured.

October 31. — Collision, two cars; woman badly shaken up.

November 27. — Man fell in boarding car; slightly injured.

December 10. — Woman sprained ankle in getting off standing car.

Jan. 13, 1899. — Collision with team; three men slightly injured.

February 14. — Employee caught between two cars in snow storm; ribs and back injured.

May 5. — Woman on bicycle struck by car; slightly injured.

July 13. — Man fell in boarding car; face cut.

July 20. — Man jumped from moving car; said to be considerably injured.

August 5. — Man jumped from moving car; shoulder broken.

August 16. — Man jumped from moving car; ankle sprained.

August 27. — Man, standing on running board, struck by pole; badly shaken up.

September 25. Woman (seventy-five years old) stepped in front of moving car; died next day. Company's employees exonerated by verdict of inquest.



## CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,  
HOLYOKE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass. George H. Hunter, *Superintendent*, Holyoke, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Robert B. Johnson, Holyoke, Mass. John G. Mackintosh, Holyoke, Mass. Jeremiah F. Sullivan, Holyoke, Mass. William R. Hill, Holyoke, Mass. John Olmsted, Springfield, Mass. Frederick Harris, Springfield, Mass. Newrie D. Winter, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,  
WILLIAM R. HILL,  
ROBERT B. JOHNSON,  
NEWRIE D. WINTER,  
JOHN OLMSTED,  
FREDERICK HARRIS,  
*Directors.*  
WILLIAM R. HILL,  
*Treasurer.*  
GEORGE H. HUNTER,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 19, 1899. Then personally appeared the above-named William S. Loomis, Robert B. Johnson, Newrie D. Winter, John Olmsted and Frederick Harris, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,  
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 18, 1899. Then personally appeared the within-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. S. LOOMIS,  
*Notary Public.*

## REPORT

OF THE

## HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation, . . . . .		\$80,956 55
Operating expenses, . . . . .		55,896 21
NET EARNINGS FROM OPERATION, . . . . .		\$25,060 34
Miscellaneous income:		
Returns from park, . . . . .	\$1,749 26	
Old material sold, . . . . .	1,058 34	
TOTAL MISCELLANEOUS INCOME, . . . . .		2,807 60
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .		\$27,867 94
Charges upon income accrued during the year:		
Interest on funded debt, . . . . .	\$5,000 00	
Interest and discount on unfunded debts and loans, . . . . .	1,076 02	
Taxes, . . . . .	1,233 75	
Other deductions from income: park expenses, . . . . .	3,347 62	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .		10,657 39
NET DIVISIBLE INCOME, . . . . .		\$17,210 55
Dividends declared (6 per cent), . . . . .		6,000 00
Surplus for the year ending September 30, 1899, . . . . .		\$11,210 55
Amount of surplus September 30, 1898, . . . . .		21,809 78
		\$33,020 33
Debits to profit and loss account during the year:		
Overhead lines, . . . . .	\$1,800 00	
Cars, . . . . .	1,600 00	
Electric equipment, . . . . .	1,800 00	
Other equipment, . . . . .	2,000 00	
Power house, . . . . .	2,200 00	
TOTAL DEBITS, . . . . .		9,400 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .		\$23,620 33

## EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$79,502 20
Receipts from carriage of express and parcels, . . . . .	94 85
Receipts from advertising in cars, . . . . .	232 75
Other earnings from operation:	
Tickets sold, . . . . .	894 75
Special cars, . . . . .	232 00
GROSS EARNINGS FROM OPERATION, . . . . .	<u>\$80,956 55</u>

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks, . . . . .	\$3,000 00
General office expenses and supplies, . . . . .	1,327 62
Legal expenses, . . . . .	607 08
Insurance, . . . . .	3,805 01
Other general expenses: incidental, . . . . .	874 61
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	9,135 52
Repair of electric line construction, . . . . .	892 59
Removal of snow and ice, . . . . .	2,112 44
Repair of buildings, . . . . .	160 56
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	2,171 88
Repair of electric equipment of cars, . . . . .	2,565 75
Transportation expenses:	
Cost of electric motive power, . . . . .	10,949 31
Wages and compensation of persons employed in conducting transportation, . . . . .	18,289 84
Damages for injuries to persons and property, . . . . .	4 00
TOTAL OPERATING EXPENSES, . . . . .	<u>\$55,896 21</u>

## PROPERTY ACCOUNTS.

Additions to railway:	
New electric line construction, . . . . .	\$87 50
Other additions to railway: contribution for bridge and paving, . . . . .	5,992 81
TOTAL ADDITIONS TO RAILWAY, . . . . .	<u>\$6,080 31</u>
Additions to equipment:	
Additional cars (equipment), . . . . .	\$31 74
Other additions to equipment, . . . . .	311 83
TOTAL ADDITIONS TO EQUIPMENT, . . . . .	<u>343 57</u>
Additions to land and buildings:	
New electric power stations, including machinery, etc., . . . . .	\$2,161 37
Other new buildings necessary for operation of railway, . . . . .	985 51
TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .	<u>3,146 88</u>
Additions to other permanent property: park buildings, . . . . .	308 32
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	<u>\$9,879 08</u>

Deductions from property accounts (property  
sold or reduced in valuation and credited  
to property accounts) :

Electric line, . . . . .	\$1,800 00
Cars, . . . . .	1,600 00
Electrical equipment, . . . . .	1,800 00
Other equipment, . . . . .	2,000 00
Power house, . . . . .	2,200 00

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . \$9,400 00

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, \$479 08

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.

Dr.

Cost of railway :

Roadway and tracks, . . . . .	\$163,024 52
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	16,824 10

TOTAL COST OF RAILWAY OWNED, . . . . . \$179,848 62

Cost of equipment :

Cars and other rolling stock and vehicles, . . . . .	\$14,847 32
Electric equipment of same, . . . . .	16,964 98
Other items of equipment, . . . . .	6,160 99

TOTAL COST OF EQUIPMENT OWNED, . . . . . 37,973 29

Cost of land and buildings :

Land necessary for operation of railway, . . . . .	\$5,432 17
Electric power stations, including equipment, . . . . .	20,436 19
Other buildings necessary for operation of railway, . . . . .	6,242 19

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . . 32,110 55

Other permanent property : park, . . . . . 4,920 61

TOTAL PERMANENT INVESTMENTS, . . . . . \$254,853 07

Cash and current assets :

Cash, . . . . .	\$2,358 31
Bills and accounts receivable, . . . . .	2,100 00

TOTAL CASH AND CURRENT ASSETS, . . . . . 4,458 31

TOTAL, . . . . . \$259,311 38

LIABILITIES.

Cr.

Capital stock, . . . . .	\$100,000 00
Funded debt, . . . . .	100,000 00
Current liabilities : loans and notes payable, . . . . .	35,691 05
Profit and Loss balance (surplus), . . . . .	23,620 33

TOTAL, . . . . . \$259,311 38

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$100,000 00		
Capital stock authorized by votes of company, . . . . .	100,000 00		
Capital stock issued and outstanding, . . . . .		\$100,000 00	
Number of shares issued and outstanding, . . . . .	1,000		
Number of stockholders, . . . . .	15		
Number of stockholders in Massachusetts, . . . . .	14		
Amount of stock held in Massachusetts, . . . . .	\$90,000 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	July 1, 1917, .	\$100,000 00	\$5,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,620,530
Number carried per mile of main railway track operated, . . . . .	124,599
Number of round trips run, . . . . .	32,292
Number of car miles run, . . . . .	419,796
Average number of persons employed, . . . . .	48

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	10	
Open passenger cars equipped for electric power, . . . . .	13	
Total, . . . . .		23
Open passenger cars equipped for trailers, . . . . .		2
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		25
Freight cars (open), . . . . .		1
Construction, repair and other work cars, . . . . .		1
Number of cars equipped with fenders, . . . . .		25
Number of cars equipped with heaters (electric), . . . . .		10
Snow ploughs (electric), . . . . .		2
Other highway vehicles: tower wagon, . . . . .		1
Electric motors, . . . . .		23
Harnesses (single), . . . . .		1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	13.006 miles.
Length of sidings, switches, etc., . . . . .	.352 "
Total, computed as single track, . . . . .	13 358 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	1.810 miles.
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System of electric motive power in use by the company: overhead trolley.  
Names of the several cities and towns in which the railways operated by the company are located: North Adams, Adams and Williamstown.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Fitchburg Railroad, State Street, North Adams, . . . .	2	1
With Fitchburg Railroad, Braytonville, . . . . .	2	1
With Fitchburg Railroad, Williamstown, . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	6	3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	11	-	13
Employees, . . . . .	-	-	-	2	-	2
Other persons, . . . . .	-	2	-	2	-	4
TOTALS, . . . . .	-	4	-	15	-	19

## STATEMENT OF EACH ACCIDENT.

Oct. 18, 1898. — Horse shied at car, overturning wagon, throwing occupants out; both injured.

November 7. — Woman tried to board moving car, fell and was slightly injured.

November 17. — Woman, carrying baby, stepped from moving car; slightly injured woman.

November 25. — Employee struck by car.

November 26. — Man jumped from moving car.

December 22. — Man stepped from moving car.

Jan. 5, 1899. — Man jumped from moving car.

January 5. — Employee shocked in repairing heater; hand burned.

January 22. — Man fell against door, breaking glass and cutting hand badly.

February 5. — Man tried to board moving car.

February 15. — Man went to take hold of strap in car, lost his balance and put hand through side window; hand and wrist cut.



*May 6.* — Woman stepped from moving car.

*June 15.* — Two men fell from rear platform.

*June 22.* — Man stepped from front platform of moving car.

*July 6.* — Woman injured by collision of cars.

*July 21.* — Man stepped from moving car, fell with feet under car and rear wheels passed over them.

*September 12.* — Man reached out from running board of open car and struck against trolley pole; slightly injured.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,

90 MAIN STREET, NORTH ADAMS, MASS.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clinton Q. Richmond, *President and Treasurer*, North Adams, Mass. William W. Richmond, *Vice-President*, North Adams, Mass. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass. William T. Nary, *Superintendent*, North Adams, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clinton Q. Richmond, North Adams, Mass. William W. Richmond, North Adams, Mass. Marcus T. Reynolds, North Adams, Mass. S. Proctor Thayer, North Adams, Mass. Oscar A. Archer, North Adams, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

CLINTON Q. RICHMOND,  
MARCUS T. REYNOLDS,  
WILLIAM W. RICHMOND,  
S. PROCTOR THAYER,

*Directors.*

CLINTON Q. RICHMOND,

*Treasurer.*

WILLIAM T. NARY,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. OCT. 31, 1899. Then personally appeared the above-named Clinton Q. Richmond, Marcus T. Reynolds, William W. Richmond, William T. Nary and S. Proctor Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE P. NILES,

*Justice of the Peace.*

# REPORT

## OF THE

### INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$151,959 65
Operating expenses, . . . . .	127,332 00
NET EARNINGS FROM OPERATION, . . . . .	\$24,627 65
Miscellaneous income: old material sold, . . . . .	588 04
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$25,215 69
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$6,000 00
Interest and discount on unfunded debts and loans, . . . . .	2,640 00
Taxes, . . . . .	7,957 70
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	16,597 70
NET DIVISIBLE INCOME, . . . . .	\$8,617 99
Dividends declared (6 per cent), . . . . .	22,800 00
Deficit for the year ending September 30, 1899, . . . . .	\$14,182 01
Amount of surplus September 30, 1898, . . . . .	47,474 88
	\$33,292 87
Debits to profit and loss account during the year: guarantors	
L. I. Company, . . . . .	12,270 21
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$21,022 66
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$151,031 40
Receipts from carriage of mails, . . . . .	248 22
Receipts from rentals of buildings and other property, . . . . .	180 00
Receipts from advertising in cars, . . . . .	500 03
GROSS EARNINGS FROM OPERATION, . . . . .	\$151,959 65

## EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,819 00
General office expenses and supplies, . . . . .	419 74
Legal expenses, . . . . .	534 10
Insurance, . . . . .	8,577 12
Other general expenses: miscellaneous, . . . . .	1,843 35
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	25,590 28
Repair of electric line construction, . . . . .	3,365 85
Removal of snow and ice, . . . . .	5,883 93
Repair of buildings, . . . . .	537 76
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	5,431 31
Repair of electric equipment of cars, . . . . .	5,054 27
Transportation expenses :	
Cost of electric motive power, . . . . .	28,567 36
Wages and compensation of persons employed in conducting transportation, . . . . .	35,222 27
Damages for injuries to persons and property, . . . . .	341 07
Rentals of buildings and other property, . . . . .	585 00
Other transportation expenses :	
Car house expenses, . . . . .	747 61
Miscellaneous expenses, . . . . .	1,502 98
Salt for tracks, . . . . .	309 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$127,332 00</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 10,150 feet), . . . . .	\$12,961 41
New electric line construction (length, 10,-150 feet), . . . . .	4,232 09
Other additions to railway: completion of the reconstruction of 6.500 miles of railway, . . . . .	49,575 24
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$66,768 74</b>
Additions to equipment :	
Additional cars (19 in number), . . . . .	\$24,990 73
Electric equipment of same, . . . . .	20,499 29
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>45,490 02</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$112,258 76</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
10 box cars and 18 open cars, . . . . .	\$11,779 67
F. 30 motor material, . . . . .	35 00
G. E. 800 motor material, . . . . .	172 00
Old rails sold, . . . . .	1,858 42
Old copper sold, . . . . .	1,249 22
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>15,094 31</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$97,164 45</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$399,162 10	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	120,954 68	
Interest accrued during construction of rail- way, . . . . .	2,500 00	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$522,616 78
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$73,143 12	
Electric equipment of same, . . . . .	73,755 33	
Horses, . . . . .	160 00	
Other items of equipment, . . . . .	565 36	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		147,623 81
Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$4,085 16	
Electric power stations, including equipment, . . . . .	32,464 21	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		36,549 37
TOTAL PERMANENT INVESTMENTS, . . . . .		\$706,789 96
Cash and current assets :		
Cash, . . . . .	\$11,944 12	
Bills and accounts receivable, . . . . .	493 50	
TOTAL CASH AND CURRENT ASSETS, . . . . .		12,437 62
Miscellaneous assets : unexpired insurance, . . . . .		301 05
TOTAL, . . . . .		\$719,528 63
LIABILITIES.		CR.
Capital stock, . . . . .		\$380,000 00
Funded debt, . . . . .		150,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$120,000 00	
Audited vouchers and accounts, . . . . .	42,960 17	
Salaries and wages, . . . . .	1,037 78	
TOTAL CURRENT LIABILITIES, . . . . .		163,997 95
Accrued liabilities : taxes accrued and not yet due, . . . . .		2,470 46
Sinking and other special funds :		
Accident insurance fund, . . . . .	\$1,323 60	
Interest, . . . . .	713 96	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		2,037 56
Profit and Loss balance (surplus), . . . . .		21,022 66
TOTAL, . . . . .		\$719,528 63
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$380,000 00	
Capital stock authorized by votes of company, . . . . .	380,000 00	
Capital stock issued and outstanding, . . . . .		\$380,000 00
Number of shares issued and outstanding, . . . . .	3,800	
Number of stockholders, . . . . .	7	
Number of stockholders in Massachusetts, . . . . .	2	
Amount of stock held in Massachusetts, . . . . .	\$4,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes, issued April 28, 1897,	Per Cent. 4	April 28, 1907,	\$150,000 00	\$6,000 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of accident insurance fund, .		\$2,667 74
Amount, September 30, 1898, of interest fund, . . . . .		601 09
		<hr/>
		\$3,268 83
Amount, debit, September 30, 1898, of legal expense fund, .		564 10
		<hr/>
TOTAL, SEPTEMBER 30, 1898, . . . . .		\$2,704 73
Additions during the year to accident insurance fund, . . . . .	\$7,304 73	
Additions during the year to interest fund, . . . . .	8,803 40	
Additions during the year to legal expense fund, . . . . .	564 10	
		<hr/>
		16,672 23
		<hr/>
TOTAL, INCLUDING ADDITIONS, . . . . .		\$19,376 96
Deductions during the year from accident insurance fund, . . . . .	\$8,648 87	
Deductions during the year from interest fund, . . . . .	8,690 53	
		<hr/>
		17,339 40
		<hr/>
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .		\$2,037 56

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, .	- 3,024,178
Number carried per mile of main railway track operated, .	133,863
Number of round trips run, . . . . .	46,155
Number of car miles run, . . . . .	656,889
Average number of persons employed, . . . . .	92

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	20
Open passenger cars equipped for electric power, . . . . .	25
	<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	45
	<hr/>
Number of all above cars with 8 wheels, . . . . .	14
Number of cars equipped with fenders, . . . . .	33
Number of cars equipped with heaters (electric), . . . . .	16
Snow ploughs (electric), . . . . .	5
Electric motors, . . . . .	84
Horses, . . . . .	2
Harnesses (double, 2; single, 2), . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	22.591 miles.
Length of sidings, switches, etc., . . . . .	3.554 "
Total, computed as single track, . . . . .	26.145 "

## RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line, . . . . .	4.375 miles.
Length of sidings, switches, etc., . . . . .	.433 "
Total, computed as single track, . . . . .	4.808 "

System of electric motive power in use by the company : Thomson-Houston.  
Names of the several cities and towns in which the railways operated by the  
company are located : Pawtucket, R. I., Seekonk, Attleborough, North  
Attleborough and Wrentham.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough,	1	1
With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, Attleborough Falls, . . . . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	9	-	11
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	3	-	3
TOTALS, . . . . .	-	3	-	12	-	15



## STATEMENT OF EACH ACCIDENT.

Nov. 3, 1898. — Miss Rose McCreton, passenger: was slightly shaken up and bruised by car running off track.

November 7. — Mr. H. Streaker, passenger: leg and shoulder bruised by jumping from moving car.

November 18. — W. H. Millard, passenger: ear cut and knee bruised by jumping from moving car.

December 7. — Seneca Cole: leg, hip and shoulder bruised; icy rail, and careless driver drove in front of car.

Jan. 1, 1899. — Francis Debeau: slight scalp wound; careless driver drove in front of car.

January 19. — Lucius Salzeyeber, passenger: scalp wound; jumped from moving car.

January 23. — Henry May, passenger: cut on head and hand; jumped from moving car.

March 13. — Michael McCann, passenger: cut over eye; jumped from moving car.

April 19. — Mrs. Otis Vickery, passenger: injured limb; car started while lady was getting on.

August 5. — Mrs. William Pageson, passenger: scratch on face; stepped from moving car.

August 16. — Geo. A. Taylor, employee: broken collar bone; struck by pole.

August 28. — John Reynolds: slightly bruised; boy ran in front of car.

September 1. — John McMahon, passenger: face bruised; jumped from moving car.

September 3. — Mrs. Hagar, passenger: shoulder bruised; stepped from moving car.

September 27. — Wm. O'Donnell: hand bruised; intoxicated, left team standing on track.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,

NORTH ATTLEBOROUGH, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Edward R. Price, *Treasurer and Clerk of Corporation*, North Attleborough, Mass. Everard Holmes, *Auditor*, North Attleborough, Mass. George R. Cook, *Superintendent*, Attleborough, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. Daniel A. Peirce, Providence, R. I. Edward R. Price, North Attleborough, Mass. Clarence L. Watson, Attleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,  
D. A. PEIRCE,  
FENNER H. PECKHAM, JR.,  
EDWARD R. PRICE,

*Directors.*

EDWARD R. PRICE,

*Treasurer.*

GEORGE R. COOK,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 30, 1899. Then personally appeared the above-named Marsden J. Perry, Daniel A. Peirce, Fenner H. Peckham, Jr., Edward R. Price and George R. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. H. POND,

*Justice of the Peace.*

## REPORT

OF THE

## LEOMINSTER &amp; CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$50,266 35
Operating expenses, . . . . .	24,177 77
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$26,088 58
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$10,100 00
Interest and discount on unfunded debts and loans, . . . . .	1,512 88
Taxes, . . . . .	2,578 32
Payments to sinking and other special funds:	
bonds sinking fund, . . . . .	2,000 00
Other deductions from income: amusements, . . . . .	2,779 80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	18,971 00
Surplus for the year ending September 30, 1899, . . . . .	\$7,117 58
Amount of deficit September 30, 1898, . . . . .	10,748 47
Credits to profit and loss account during the year: profit on purchase price of two first mortgage bonds, . . . . .	1 94
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$3,628 95
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$49,567 35
Receipts from rentals of buildings and other property, . . . . .	495 00
Receipts from advertising in cars, . . . . .	204 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$50,266 35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$2,403 00
General office expenses and supplies, . . . . .	768 77
Insurance, . . . . .	2,063 41
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	1,116 52
Repair of electric line construction, . . . . .	154 59
Removal of snow and ice, . . . . .	1,050 48
Repair of buildings, . . . . .	127 23

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$1,641 43
Repair of electric equipment of cars, . . . . .	1,435 65
Transportation expenses:	
Cost of electric motive power, \$2,909.47; less power sold, \$408.36; net, . . . . .	2,501 11
Wages and compensation of persons employed in conducting transportation, . . . . .	10,217 75
Damages for injuries to persons and property, . . . . .	111 74
Other transportation expenses: oil, waste, lamps, etc., . . . . .	586 09
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$24,177 77</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (790 yards of paving), . . . . .	\$346 45
Other additions to railway: abolishing grade crossing, Lancaster Street, . . . . .	3,716 81
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$4,063 26</b>
Additions to equipment: sleds, heaters, etc., . . . . .	197 93
Additions to other permanent property: repairs to theatre, chargeable to suspense account, at park, . . . . .	215 15
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$4,476 34</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.	
Cost of railway:		
Roadway and tracks, . . . . .	\$137,941 68	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	31,614 88	
Engineering and other expenses incident to construction, . . . . .	9,221 83	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$178,778 39</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$14,682 57	
Electric equipment of same, . . . . .	18,214 56	
Other items of equipment: snow ploughs, tower wagon, etc., . . . . .	6,455 14	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>39,352 27</b>
Cost of land and buildings:		
Electric power stations, including equipment, . . . . .	\$85,713 32	
Other buildings necessary for operation of railway, with land, . . . . .	20,547 40	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>106,260 72</b>
Other permanent property:		
Park and park buildings, . . . . .	\$17,600 00	
Land for flowage purposes, . . . . .	15,000 00	
Suspense account on park, . . . . .	6,136 93	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		<b>38,736 93</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$363,128 31</b>

## Cash and current assets:

Cash, . . . . .	\$5,583 74	
Bills and accounts receivable, . . . . .	2,568 66	
Sinking and other special funds, . . . . .	2,000 00	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		10,152 40
Miscellaneous assets: materials and supplies, . . . . .		2,857 85
Profit and Loss balance (deficit), . . . . .		3,628 95
<b>TOTAL,</b> . . . . .		<b>\$379,767 51</b>

## LIABILITIES.

Cr.

Capital stock, . . . . .	\$150,000 00
Funded debt, . . . . .	193,000 00
Current liabilities: loans and notes payable, . . . . .	32,767 51
Sinking and other special funds: first mortgage bonds sinking fund, . . . . .	4,000 00
<b>TOTAL,</b> . . . . .	<b>\$379,767 51</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	54	
Number of stockholders in Massachusetts, . . . . .	52	
Amount of stock held in Massachusetts, . . . . .	\$147,400 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	April 1, 1917,	\$148,000 00	\$7,400 00
Fifteen-year coupon notes, . . . . .	6	April 1, 1912,	45,000 00	2,700 00
<b>TOTALS,</b> . . . . .			<b>\$193,000 00</b>	<b>\$10,100 00</b>

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of first mortgage bonds sinking fund, . . . . .	\$2,000 00
Additions during the year to mortgage bonds sinking fund, . . . . .	2,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899,</b> . . . . .	<b>\$4,000 00</b>

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	994,115
Number carried per mile of main railway track operated,	86,573
Number of round trips run, . . . . .	11,176
Number of car miles run, . . . . .	257,685
Average number of persons employed, . . . . .	35

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	6
Open passenger cars equipped for electric power, . . . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	14
Construction, repair and other work cars, . . . . .	2
Number of cars equipped with fenders, . . . . .	14
Number of cars equipped with heaters (electric), . . . . .	6
Snow ploughs (electric), . . . . .	2
Carts and snow sleds (1 cart, 1 sled), . . . . .	2
Other highway vehicles: 1 open buggy, . . . . .	1
Electric motors, . . . . .	23
Horses, . . . . .	1
Harnesses (single), . . . . .	2
Other items of equipment: tower wagon, . . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	11.483 miles.
Length of sidings, switches, etc., . . . . .	.347 "
Total, computed as single track, . . . . .	11.830 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.870 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Leominster, Lancaster and Clinton.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Water Street, Clinton, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	3	-	3
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	1	2	1	2
TOTALS, . . . . .	-	-	1	5	1	5

## STATEMENT OF EACH ACCIDENT.

Oct. 12, 1898. — Man walking on track, through private land, was struck by car and severely injured; steam cars were passing near by and made so much noise he said he did not hear gong.

October 15. — Man jumped from moving car, receiving slight scalp wound.

December 12. — Man, intoxicated, lying side of rail, struck by scraper on car, breaking his collar bone.

July 5, 1899. — Lady stepped from car while in motion, fell, striking on her back; no serious injury.

July 27. — Man jumped from moving car, fell, striking and slightly bruising head.

August 5. — Man lay on rail, unconscious, with bicycle lying on opposite rail, as though thrown from bicycle, in a dark place; car struck and killed him.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER & CLINTON STREET RAILWAY COMPANY,

LEOMINSTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President and General Manager*, Malden, Mass. George R. Damon, *Vice-President*, Leominster, Mass. Charles E. Hudson, *Treasurer*, Leominster, Mass. John F. Butman, *Clerk of Corporation*, Leominster, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. George R. Damon, Leominster, Mass. Charles E. Hudson, Leominster, Mass. Charles E. Dresser, Leominster, Mass. Harry L. Pierce, Leominster, Mass. William S. Reed, Leominster, Mass. Alexander S. Paton, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. E. HUDSON,  
GEO. R. DAMON,  
HARRY L. PIERCE,  
CHARLES E. BARNES,  
A. S. PATON,

*Directors.*

CHAS. E. HUDSON,  
*Treasurer.*

GEO. H. BURGESS,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. LEOMINSTER, Oct. 30, 1899. Then personally appeared the above-named Charles E. Hudson, Geo. R. Damon, Harry L. Pierce, A. S. Paton and Geo. H. Burgess, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. A. PUTNAM,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 31, 1899. Then personally appeared the above-named Charles E. Barnes, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMUND B. FULLER,  
*Justice of the Peace.*

## REPORT

OF THE

## LEXINGTON &amp; BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		Dr.
Cost of railway: roadbed and tracks (amounts paid), . . . . .		\$81,704 75
Cash and current assets: cash, . . . . .		40,420 25
TOTAL, . . . . .		\$122,125 00
LIABILITIES.		Cr.
Capital stock (amount paid in on stock not yet issued), . . . . .		\$122,125 00
TOTAL, . . . . .		\$122,125 00
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$170,000 00	
Capital stock authorized by votes of company, . . . . .	170,000 00	
Amount paid in on 1,700 shares not yet issued, . . . . .		\$122,125 00
Number of stockholders, . . . . .	34	
Number of stockholders in Massachusetts, . . . . .	33	
Amount of stock held in Massachusetts, . . . . .	\$118,375 00	

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEXINGTON &amp; BOSTON STREET RAILWAY COMPANY,

53 TREMONT STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alfred Pierce, *President*, 32 Chauncy Street, Boston, Mass. O. M. Gove, *Vice-President*, Waltham, Mass. Chas. W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. Edward P. Smith, *Clerk of Corporation*, Waltham, Mass. Geo. W. Morse, *General Counsel*, 28 State Street, Boston, Mass. Horace B. Parker, *General Manager*, Newtonville, Mass. W. H. Greene, *Superintendent*, Lexington, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred Pierce, Lexington, Mass. O. M. Gove, Waltham, Mass. Chas. W. Smith, Boston, Mass. Sydney Harwood, Boston, Mass. Geo. W. Morse, Newtonville, Mass. John H. Foster, Billerica, Mass. Leonard Laville, Lexington, Mass. Alden E. Viles, Boston, Mass. Edward P. Smith, Waltham, Mass.

---

We hereby certify that the statements contained in the foregoing report are full, just and true.

O. M. GOVE,  
CHAS. W. SMITH,  
SYDNEY HARWOOD,  
GEO. W. MORSE,  
ALDEN E. VILES,  
EDWARD P. SMITH,

*Directors.*

CHAS. W. SMITH,

*Treasurer.*

WILLARD H. GREENE,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 11, 1899. Then personally appeared the above-named Sydney Harwood, George W. Morse, Alden E. Viles and Willard H. Greene, on the tenth day of November, 1899, and O. M. Gove, Charles W. Smith and Edward P. Smith, on the said eleventh day of November, 1899, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS J. KENNY,

*Justice of the Peace.*

## REPORT

OF THE

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$504,611 18
Operating expenses, . . . . .	291,803 54
NET EARNINGS FROM OPERATION, . . . . .	\$212,807 64
Miscellaneous income: park receipts, . . . . .	5,608 50
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$218,416 14
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$72,615 62
Interest and discount on unfunded debts and loans, . . . . .	1,106 36
Taxes:	
State, city and town, . . . . .	\$18,507 67
Commutation, . . . . .	11,290 44
	29,798 11
Other deductions from income:	
Park expenses, . . . . .	\$18,595 90
Renewal fund, . . . . .	15,000 00
	33,595 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	137,115 99
NET DIVISIBLE INCOME, . . . . .	\$81,300 15
Dividends declared (5 per cent) on \$1,500,000, . . . . .	75,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$6,300 15
Amount of surplus September 30, 1898, . . . . .	100,777 21
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$107,077 36
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$501,797 41
Receipts from tolls for use of tracks by other companies, . . . . .	507 99
Receipts from rentals of buildings and other property, . . . . .	556 67
Receipts from advertising in cars, . . . . .	1,600 00
Receipts from interest on deposits, . . . . .	84 47
Other earnings from operation:	
Sale of manure, . . . . .	36 00
undry receipts, . . . . .	28 64
GROSS EARNINGS FROM OPERATION, . . . . .	\$504,611 18

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$12,956 91
General office expenses and supplies, . . . . .	3,425 25
Legal expenses, . . . . .	2,231 20
Insurance, . . . . .	4,463 43
Other general expenses: contingent expenses, . . . . .	11,019 82
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	22,463 24
Repair of electric line construction, . . . . .	4,916 91
Removal of snow and ice, . . . . .	10,067 44
Repair of buildings, . . . . .	1,197 39
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	16,229 44
Repair of electric equipment of cars, . . . . .	13,045 70
Renewal of horses, harnesses, shoeing, etc., . . . . .	1,661 27
Repairs steam plant, dynamos and machinery, . . . . .	3,307 46
Transportation expenses:	
Cost of electric motive power, \$48,839.67; less power sold, \$6,126.93; net, . . . . .	42,712 74
Provender for horses, . . . . .	1,079 31
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	105,751 24
Damages for injuries to persons and property, . . . . .	19,388 25
Tolls for trackage over other railways, . . . . .	1,114 34
Rentals of buildings and other property, . . . . .	2,622 17
Other transportation expenses:	
Car house expenses, . . . . .	7,947 39
Sundry supplies for transportation, . . . . .	4,202 64
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$291,803 54</b>
PROPERTY ACCOUNTS.	
Additions to railway: account of purchase of People's Street Railway Company, . . . . .	\$13,022 04
Additions to equipment:	
Additional cars (1 in number), . . . . .	\$3,054 29
Electric equipment of same, . . . . .	1,287 87
Other additional rolling stock and vehicles:	
road machine, . . . . .	70 00
Other additions to equipment:	
1 register, \$17; lightning arresters, \$64, . . . . .	81 00
Tail lights, \$297.92; 1 horse, \$130, . . . . .	427 92
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>4,921 08</b>
Additions to land and buildings: additional land necessary for operation of railway, . . . . .	2,657 77
Additions to other permanent property:	
Land adjacent to park property, . . . . .	\$300 00
Land damages, . . . . .	2,000 00
<b>TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . . . . .</b>	<b>2,300 00</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$22,900 89</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): 1 car destroyed by fire; partial loss, . . . . .	1,005 00
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$21,895 89</b>



## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$1,382,961	45
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	191,715	59
Engineering and other expenses incident to construction, . . . . .	30,217	09
Other items of railway cost: purchase of People's Street Railway Company, . . . . .	142,970	64
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$1,747,864 77</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$270,285	97
Electric equipment of same, . . . . .	358,572	14
Horses, . . . . .	4,881	76
Other items of equipment: office furniture, \$305.46; tools and machinery, \$755.39; sundry, \$43,875.75, . . . . .	44,936	60
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>678,676 47</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$113,151	51
Electric power stations, including equipment, Other buildings necessary for operation of railway, . . . . .	424,600	42
	132,893	89
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>670,645 82</b>
Other permanent property: tenements, . . . . .		2,162 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$3,099,349 06</b>
Cash and current assets:		
Cash, . . . . .	\$99,793	32
Bills and accounts receivable, . . . . .	8,670	97
Suspense account, . . . . .	88	92
Other cash and current assets:		
Unearned insurance premiums, . . . . .	2,627	21
Deposit for redemption of bonds, . . . . .	11,000	00
Unexpired taxes, . . . . .	6,067	57
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>128,247 99</b>
Miscellaneous assets: materials and supplies, . . . . .		16,730 00
<b>TOTAL, . . . . .</b>		<b>\$3,244,327 05</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$1,520,000 00
Funded debt, . . . . .		1,455,000 00
Current liabilities:		
Audited vouchers and accounts, . . . . .	\$31,720	81
Salaries and wages, . . . . .	3,326	15
Dividends not called for, . . . . .	30,000	00
Matured interest coupons unpaid (including coupons due October 1), . . . . .	8,750	00
Miscellaneous current liabilities: outstand- ing tickets, . . . . .	35	80
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>73,832 76</b>

Accrued liabilities :			
Interest accrued and not yet due, . . .	\$17,966 68		
Taxes accrued and not yet due, . . .	31,450 25		
<b>TOTAL ACCRUED LIABILITIES, . . .</b>			\$49,416 93
Sinking and other special funds :			
Lowell, Lawrence & Haverhill bond redemption fund, . . .	\$24,000 00		
Renewal fund, . . .	15,000 00		
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS, . . .</b>			39,000 00
Profit and Loss balance (surplus), . . .			107,077 86
<b>TOTAL, . . .</b>			<b>\$3,244,327 05</b>
<b>CAPITAL STOCK.</b>			
Capital stock authorized by law, . . .	\$1,900,000 00		
Capital stock authorized by votes of company, . . .	1,900,000 00		
Capital stock issued and outstanding, . . .			\$1,500,000 00
Amount paid in on 4,000 shares not yet issued, . . .			20,000 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . .</b>			<b>\$1,520,000 00</b>
Number of shares issued and outstanding, . . .	15,000		
Number of stockholders, . . .	12		
Number of stockholders in Massachusetts, . . .	11		
Amount of stock held in Massachusetts, . . .	\$1,499,900 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Lowell, Lawrence & Haverhill Street Railway Company mortgage bonds (\$350,000 of the authorized issue of \$1,900,000 held by trustee to retire \$350,000 Merrimack Valley Street Railway Company bonds), . . .	5	June 1, 1923,	\$1,041,000 00	\$51,500 00
Deposited with trustee June 1, 1899, \$11,000 to retire that amount of Lowell, Lawrence & Haverhill bonds called for redemption July 3, 1899,* . . .	. . .	. . .	-	598 95
Merrimack Valley Street Railway Company mortgage bonds, . . .	5	April 1, 1911,	350,000 00	17,500 00
People's Street Railway Company mortgage bonds, . . .	5	Jan. 1, 1928,	64,000 00	1,600 00
<b>TOTALS, . . .</b>	. . .	. . .	<b>\$1,455,000 00</b>	<b>\$71,198 95</b>

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of Lowell, Lawrence & Haverhill bond redemption fund, . . .	\$24,000 00
Additions during the year to renewal fund, . . .	15,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . .</b>	<b>\$39,000 00</b>

\* Bonds called for redemption July 3, 1899, not presented and still outstanding.

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	10,074,912
Number carried per mile of main railway track operated, .	155,439
Number of round trips run, . . . . .	172,443
Number of car miles run, . . . . .	1,828,525
Average number of persons employed, . . . . .	250

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	70	
Open passenger cars equipped for electric power, . . . . .	81	
Total, . . . . .		151
Box passenger cars equipped for horse power, . . . . .	1	
Open passenger cars equipped for trailers, . . . . .	10	
Open passenger cars equipped for horse power, . . . . .	6	
Total, . . . . .		17
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		168
Construction, repair and other work cars, . . . . .		9
Number of all above cars with 8 wheels, . . . . .		16
Number of cars equipped with fenders, . . . . .		154
Number of cars equipped with heaters (electric, 46; stove, 25), . . . . .		71
Snow ploughs (electric, 18; horse, 5), . . . . .		23
Other railway rolling stock:		
Snow levellers, . . . . .		7
Walkaways, . . . . .		3
Barges and omnibuses, . . . . .		1
Carts and snow sleds, . . . . .		9
Other highway vehicles:		
Driving wagons and buggies, . . . . .		6
Express wagons, 6; tower wagons, 2, . . . . .		8
Emergency wagon, 1; road machines, 3; sleighs, 5, . . . . .		9
Electric motors, . . . . .		218
Horses, . . . . .		11
Harnesses (double, 5; single, 8), . . . . .		13

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	54.427	1.454	55.881
Length of second main track, . . . . .	8.642	.293	8.935
TOTAL LENGTH OF MAIN TRACK, . . . . .	63.069	1.747	64.816
Length of sidings, switches, etc, . . . . .	1.800	.005	1.805
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	64.869	1.752	66.621

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	7.164 miles.
Length of second main track, . . . . .	.475 "
Total length of main track, . . . . .	7.639 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Dracut, Methuen, Lawrence, Andover, North Andover, Haverhill, Groveland, West Newbury and Newburyport.

#### GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Boston & Maine Railroad, Washington Street, Haverhill, . . .	4	2
With Boston & Maine Railroad, Essex Street, Haverhill, . . .	4	1
With Boston & Maine Railroad, Water Street, Lawrence, . . .	6	1
With Boston & Maine Railroad, North Broadway, Lawrence, . . .	2	1
With Boston & Maine Railroad, South Broadway, Lawrence, . . .	5	1
With Boston & Maine Railroad, Andover Street, Lawrence, . . .	5	1
With Boston & Maine Railroad, Union Street, Lawrence, . . .	2	1
With Boston & Maine Railroad, North Andover Depot, North Andover, . . .	2	1
With Boston & Maine Railroad, Water Street, North Andover, . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	32	10

Number of above crossings at which *frogs* are inserted in the tracks, . . . 8

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	25	-	35	-	60
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	1	1	11	1	12
TOTALS, . . . . .	-	26	1	46	1	72

#### STATEMENT OF EACH ACCIDENT.

Oct. 1, 1898. — Man attempted to board moving car and fell; slightly injured.

October 17. — Horse frightened; woman thrown from wagon and slightly injured.

October 21. — Man stepped from moving car and fell, slightly bruising his face.

November 5. — Man jumped from moving car, fell and was slightly injured.

November 10. — Wagon struck by car; occupants thrown out; one man slightly injured.

November 18. — Man jumped from moving car, fell and was slightly injured.

December 11. — Man had fit; fell from car; head slightly bruised.

December 15. — Horse frightened; man thrown from buggy; arm sprained.

Jan. 4, 1899. — Man thrown from car going over switch; slightly injured.

*January 17.* — Man stepped from moving car, fell and was slightly injured.  
*January 20.* — Man stepped from moving car, held handle and was dragged short distance.

*January 29.* — Woman stepped from moving car, fell and was slightly injured.

*January 31.* — Man stepped from moving car on ice, fell and was slightly injured.

*February 13.* — Man caught his thumb in door; slightly jammed.

*February 14.* — Horse frightened; threw driver into snow bank.

*March 17.* — Car derailed; one person slightly injured; several shaken up.

*April 5.* — Lamp dropped on floor; man slightly cut.

*April 10.* — Woman attempted to board moving car, fell, slightly injuring her knee.

*May 13.* — Intoxicated man fell off end seat of open car; slightly injured.

*May 13.* — Intoxicated man, walking on track on private land, struck by car and received fatal injuries.

*May 13.* — Trolley stand fell from car, striking woman; head bruised.

*May 15.* — Woman claims injured back from being thrown against another passenger.

*May 20.* — Car wheel broke; one man slightly injured.

*May 28.* — Woman and boy started across track in front of moving car; boy struck, passing under car; shaken up.

*June 1.* — Car derailed; two persons claim slight injuries.

*June 11.* — Man on sidewalk claims to have been struck by passenger on running-board of passing car, and back slightly injured.

*June 17.* — Woman stepped from moving car, fell and was slightly injured in wrist.

*June 21.* — Man attempted to board moving car, fell and was slightly injured.

*June 23.* — Man attempted to get off moving car, fell and was slightly injured.

*June 24.* — Intoxicated man fell from car, wheel passing over his hand.

*June 24.* — Man fell while boarding car; hip slightly injured.

*June 25.* — Man knocked off running-board by passing car; slightly injured.

*July 2.* — Man knocked off running-board by passing car; head injured.

*July 5.* — Woman stepped off moving car and fell; claimed arm hurt.

*July 9.* — Intoxicated man fell from car; head slightly cut.

*July 9.* — Woman stepped off moving car and fell; slight injury.

*July 15.* — Intoxicated man stepped off moving car, fell, bruising head and face.

*July 15.* — Man, changing his seat while car was in motion, fell, slightly injuring his side.

*July 16.* — Man stepped off moving car, fell, bruising face and hands.

*July 18.* — Ice wagon and car; driver thrown out and shoulder slightly injured.

*July 19.* — Car derailed; two women slightly bruised.

*July 22.* — Man stepped off moving car, fell and cut his lip.

*July 26.* — Woman fell from car while going from one seat to another; ankle slightly injured.

*August 2.* — Man boarding moving car fell, bruising his nose and chin.

*August 5.* — Intoxicated man, walking on track on private land, struck by car and slightly bruised.



*August 5.* — Woman fell off moving car and strained her wrist.

*August 6.* — Man on running-board struck by pole while changing position on running-board; head cut.

*August 8.* — Man stepped off moving car, fell, bruising his limbs.

*August 12.* — Man, changing his seat on moving car, fell, slightly bruising his hand.

*August 23.* — Man drove wagon in front of car, receiving cuts on face and elbow.

*August 30.* — Man stepped off moving car, fell and slightly cut his head.

*September 2.* — Car derailed; two persons claim slight injuries.

*September 3.* — Car and team; two men claim shaking up.

*September 18.* — Man jumped from moving car and fell, slightly injuring his eye and hip.

*September 24.* — Woman stepped from moving car and fell, slightly injuring her knee.

*September 29.* — Man, boarding moving car, fell, scraping his knee.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY  
COMPANY,

HOWE BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Philip L. Saltonstall, *Vice-President*, Boston, Mass. William A. Fisher, *Treasurer and Clerk of Corporation*, Lowell, Mass. John P. Sweeney, *General Counsel*, Lawrence, Mass. D. Dana Bartlett, *Auditor*, Lowell, Mass. Franklin Woodman, *General Manager*, Lowell, Mass. Nathan E. Morton, *Superintendent Lawrence Division*, Lawrence, Mass.; Alexander McRae, *Superintendent Haverhill Division*, Haverhill, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Philip L. Saltonstall, Boston, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. William A. Fisher, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEX. B. BRUCE,  
J. H. GOODSPEED,  
P. F. SULLIVAN,  
W. A. FISHER,  
PHILIP L. SALTONSTALL,  
*Directors.*

W. A. FISHER,  
*Treasurer.*  
FRANKLIN WOODMAN,  
*General Manager.*



COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 2, 1899. Then personally appeared the above-named Franklin Woodman, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. A. FISHER,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 3, 1899. Then personally appeared the above-named J. H. Goodspeed, P. F. Sullivan, W. A. Fisher, Philip L. Saltonstall and Alex. B. Bruce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,  
*Notary Public.*

# REPORT

## OF THE

### LOWELL & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$413,046 16
Operating expenses, . . . . .	234,376 22
NET EARNINGS FROM OPERATION, . . . . .	\$178,669 94
Miscellaneous income: park receipts, . . . . .	5,201 65
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$183,871 59
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$50,000 00
Interest and discount on unfunded debts and loans, . . . . .	13,872 21
Taxes:	
State, city and town, . . . . .	\$19,123 89
Commutation, . . . . .	8,113 02
	27,236 91
Other deductions from income:	
Park expenses, . . . . .	\$2,845 82
Renewal fund, . . . . .	10,000 00
	12,845 82
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	103,954 94
NET DIVISIBLE INCOME, . . . . .	\$79,916 65
Dividends declared (6 per cent) on \$1,000,000, . . . . .	60,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$19,916 65
Amount of surplus September 30, 1898, . . . . .	37,565 83
	\$57,482 48
Debits to profit and loss account during the year: adjustment 1898 taxes, etc., . . . . .	13,841 65
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$43,640 83
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$405,650 85
Receipts from carriage of mails, . . . . .	208 41
Receipts from tolls for use of tracks by other companies, . . . . .	1,114 34

Receipts from rentals of buildings and other property, . . .	\$3,533 18
Receipts from advertising in cars, . . . . .	1,991 65
Receipts from interest on deposits, . . . . .	397 73
Other earnings from operation: miscellaneous receipts, . .	150 00
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$413,046 16</b>

## EXPENSES OF OPERATION.

## General expenses:

Salaries of general officers and clerks, . . . . .	\$18,291 91
General office expenses and supplies, . . . . .	1,020 47
Legal expenses, . . . . .	333 00
Insurance, . . . . .	5,932 56

## Other general expenses:

Travelling expenses, freight on supplies, directors' fees and contingent, . . . . .	4,780 55
Internal revenue, . . . . .	250 80

## Maintenance of roadway and buildings:

Repair of roadbed and track, . . . . .	13,152 22
Repair of electric line construction, . . . . .	3,296 00
Removal of snow and ice, . . . . .	11,788 52
Repair of buildings, . . . . .	919 22
Cleaning and oiling track and miscellaneous, . . . . .	2,524 68

## Maintenance of equipment:

Repair of cars and other vehicles, . . . . .	12,711 25
Repair of electric equipment of cars, . . . . .	12,431 54
Renewal of horses, harnesses, shoeing, etc., . . . . .	271 10
Repairs of tools and machinery, other articles of equipment and miscellaneous, . . . . .	2,294 95

## Transportation expenses:

Cost of electric motive power, \$38,702.85; less power sold, \$17,232.63; net, . . . . .	21,470 22
Provender for horses, . . . . .	798 63
Wages and compensation of persons employed in conducting transportation, . . . . .	99,377 43
Damages for injuries to persons and property, . . . . .	8,065 23
Rentals of buildings and other property, . . . . .	2,899 92
Other transportation expenses:	
Oil, waste and supplies for cars, . . . . .	1,528 66
Advertising, inspection, lighting, heating and miscellaneous, . . . . .	10,237 36

**TOTAL OPERATING EXPENSES, . . . . .** **\$234,376 22**

## PROPERTY ACCOUNTS.

## Additions to railway:

Extension of tracks (length, 2,900 feet), . . . . .	\$12,007 37
New electric line construction (length, 2,900 feet), . . . . .	1,184 56
Other additions to railway: reconstruction, . . . . .	9,802 68

**TOTAL ADDITIONS TO RAILWAY, . . . . .** **\$22,994 61**

## Additions to equipment:

Additional cars (reconstruction), . . . . .	\$4,377 48
Electric equipment of same, . . . . .	657 87

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**Additions to equipment — *Concluded.***

Other additions to equipment:		
Machinery, tools, wagons, etc., . . . . .	\$828 79	
Horse account, . . . . .	200 00	
Signal system, . . . . .	1,045 19	
	<hr/>	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		\$7,109 33
Additions to land and buildings:		
New electric power stations, including machinery, etc., . . . . .	\$191 29	
Other new buildings necessary for operation of railway, . . . . .	1,637 22	
	<hr/>	
TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .		1,828 51
Additions to other permanent property:		
Buildings at park, . . . . .	\$120 00	
Equipment at park, . . . . .	230 57	
	<hr/>	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . . . . .		350 57
		<hr/>
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$32,283 02

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## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

Dr.

Cost of railway:		
Roadway and tracks, . . . . .	\$1,063,289 41	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	215,959 83	
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TOTAL COST OF RAILWAY OWNED, . . . . .		\$1,279,249 24
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$317,999 16	
Horses, . . . . .	760 00	
Other items of equipment: repair shop, machinery and tools, wagons, etc., and signal system, . . . . .	21,070 91	
	<hr/>	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		339,830 07
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$73,783 71	
Electric power stations, including equipment, . . . . .	398,030 10	
Other buildings necessary for operation of railway, . . . . .	112,708 09	
	<hr/>	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		584,521 90
Other permanent property:		
Discontinued car house and stable, . . . . .	\$77,188 93	
Park land and buildings, . . . . .	72,241 12	
Park equipment, . . . . .	11,359 90	
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TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .		160,789 95
		<hr/>
TOTAL PERMANENT INVESTMENTS, . . . . .		\$2,364,391 16
Cash and current assets:		
Cash, . . . . .	\$46,580 83	
Bills and accounts receivable, . . . . .	21,682 77	
Other cash and current assets: unexpired taxes, insurance and interest, . . . . .	9,396 22	
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TOTAL CASH AND CURRENT ASSETS, . . . . .		77,659 82

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Miscellaneous assets :			
Materials and supplies, . . . . .	\$45,116 01		
Other assets and property : suspense account,	50 00		
<b>TOTAL MISCELLANEOUS ASSETS, . . . . .</b>			<b>\$45,166 01</b>
<b>TOTAL, . . . . .</b>			<b>\$2,487,216 99</b>
<b>LIABILITIES.</b>		<b>Cr.</b>	
Capital stock, . . . . .			\$1,000,000 00
Subscription to capital stock to be issued October 1, 1899, .			101,185 00
<b>TOTAL CAPITAL STOCK, . . . . .</b>			<b>\$1,101,185 00</b>
Funded debt, . . . . .			1,000,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$255,000 00		
Audited vouchers and accounts, . . . . .	40,584 40		
Miscellaneous current liabilities :			
Outstanding tickets, . . . . .	994 19		
Badges (conductors' deposits for), . . . . .	193 00		
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>			<b>296,771 59</b>
Accrued liabilities :			
Interest accrued and not yet due, . . . . .	\$16,666 64		
Taxes accrued and not yet due, . . . . .	10,839 91		
Miscellaneous accrued liabilities: tax sus- pense account (commutation), . . . . .	8,113 02		
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>			<b>35,619 57</b>
Sinking and other special funds: renewal fund, . . . . .			10,000 00
Profit and Loss balance (surplus), . . . . .			43,640 83
<b>TOTAL, . . . . .</b>			<b>\$2,487,216 99</b>
<b>CAPITAL STOCK.</b>			
Capital stock authorized by law, . . . . .	\$1,200,000 00		
Capital stock authorized by votes of company, . . . . .	1,000,000 00		
Capital stock issued and outstanding, . . . . .			\$1,000,000 00
Amount paid in on 2,000 shares not yet issued, . . . . .			101,185 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . . . .</b>			<b>\$1,101,185 00</b>
Number of shares issued and outstanding, . . . . .	10,000		
Number of stockholders, . . . . .	112		
Number of stockholders in Massachusetts, . . . . .	98		
Amount of stock held in Massachusetts, . . . . .	\$879,200 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Dec. 1, 1911,	\$1,000,000 00	\$50,000 00

## SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund, . . . . .	\$10,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$10,000 00</b>

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	8,190,103
Number carried per mile of main track operated, . . . . .	132,879
Number of round trips run, . . . . .	248,679
Number of car miles run, . . . . .	1,939,163
Average number of persons employed, . . . . .	320

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	54	
Open passenger cars equipped for electric power, . . . . .	68	
Total, . . . . .		122
Box passenger cars equipped for horse power, . . . . .	10	
Open passenger cars equipped for horse power, . . . . .	12	
Total, . . . . .		22
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>		<b>144</b>
Construction, repair and other work cars, . . . . .	6	
Number of all above cars with 8 wheels, . . . . .	19	
Number of cars equipped with fenders, . . . . .	122	
Number of cars equipped with heaters (electric), . . . . .	54	
Snow ploughs (electric, 20; horse, 4), . . . . .	24	
Carts and snow sleds, . . . . .	13	
Other highway vehicles: 3 road scrapers, 1 tower wagon, 2 pungs, 2 emergency wagons, 1 top buggy, 3 open wagons, 2 express wagons and 4 sleighs, . . . . .	18	
Electric motors, . . . . .	266	
Horses, . . . . .	10	
Harnesses (double, 8; single, 8), . . . . .	16	
Other items of equipment: park equipment, repair shop tools and machinery, and track and line tools.		

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	45.600 miles
Length of second main track, . . . . .	16.036 "
Total length of main track, . . . . .	61.636 "
Length of sidings, switches, etc., . . . . .	1.270 "
Total, computed as single track, . . . . .	62.906 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.746 miles.
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System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railway owned by the company is located: Lowell, Billerica, Chelmsford, Dracut, Tyngsborough and Tewksbury.

#### GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (15 in number), viz.:		
With Boston & Maine Railroad, Bridge Street,*	2	2
With Boston & Maine Railroad, East Merrimack Street,*	1	2
With Boston & Maine Railroad, Lawrence Street,*	2	1
With Boston & Maine Railroad, Lawrence Street,*	1	1
With Boston & Maine Railroad, Merrimack Street,*	1	2
With Boston & Maine Railroad, Broadway,*	1	1
With Boston & Maine Railroad, Gorham Street,	1	2
With Boston & Maine Railroad, Billerica,	2	1
With Boston & Maine Railroad, Central Street,*	1	2
With Boston & Maine Railroad, Fletcher Street,*	2	1
With Boston & Maine Railroad, Middlesex Street,	2	1
With Boston & Maine Railroad, Middlesex Street,	3	1
With Boston & Maine Railroad, North Chelmsford,*	1	2
With Boston & Maine Railroad, North Chelmsford,	1	2
With New York, New Haven & Hartford Railroad, Chelmsford Centre,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	22	22

Number of above crossings at which *frogs* are inserted in the tracks, . 15

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	14	-	14	-	28
Employees, . . . . .	-	-	-	8	-	8
Other persons, . . . . .	-	2	2	19	2	21
TOTALS, . . . . .	-	16	2	41	2	57

#### STATEMENT OF EACH ACCIDENT.

Oct. 6, 1898. — Man fell from platform of car and was slightly injured.

October 11. — Man crossing tracks was struck by fender; slightly injured.

November 10. — Woman fell over fender of car which was at rest; was slightly injured.

November 19. — Car ran off end of track, struck a pole; two passengers slightly injured.

November 19. — Man walking on track was struck and slightly injured.

November 27. — Boy, stealing a ride, jumped off, was struck by a car and slightly bruised.

\* Used exclusively for carrying freight to corporations.

*December 6.* — Man drove an express team into front of car, was thrown off by the collision and slightly injured.

*December 16.* — Man and woman, driving in top buggy, attempted to cross track, were overturned by snow drift; woman slightly injured.

*Jan. 4, 1899.* — Man got off moving car, fell and was slightly injured.

*February 14.* — Employee froze feet while shovelling snow.

*February 16.* — Employee struck by moving lever in snow plough; slight injury.

*February 20.* — Team collided with a car, breaking window; passenger slightly cut by broken glass.

*February 23.* — Car derailed by stone, ran into telegraph pole; one passenger slightly bruised.

*March 15.* — Employee attempted to cross the track, was struck by fender and slightly injured.

*March 28.* — Woman driving in a buggy collided with a car; was thrown out and slightly injured.

*April 8.* — Child playing in the street ran across the tracks, was struck by fender and slightly bruised.

*April 18.* — Horse shied at a passing car, ran team into car, throwing driver out, slightly injuring him.

*April 18.* — Woman, pushed off the step by crowding passengers, fell and was slightly injured.

*April 28.* — Employee fell from running-board of car and was slightly injured.

*April 30.* — Car struck a switch, causing a collision with another car; several passengers slightly injured.

*May 5.* — Boy ran across tracks, was struck by fender of car and was slightly injured.

*May 7.* — Child playing in the street was struck by a car and died from injuries.

*May 28.* — Man riding bicycle fell when crossing tracks and was slightly injured.

*May 31.* — Man riding bicycle ran into a line pole, was thrown and slightly injured.

*June 1.* — Sign fell from car, struck a woman who was waiting for the car to pass, slightly bruising her face.

*June 2.* — Child ran into side of car, fell under the wheels and died from injuries.

*June 4.* — Man fell off seat of moving car and was slightly injured.

*June 10.* — Child ran across the street, was struck by the fender of car and slightly bruised.

*June 15.* — Child ran into side of car; lip slightly cut.

*June 30.* — Controller short-circuited; woman frightened and jumped from car and was slightly injured.

*July 1.* — Car left the rails; boy fell against seat and was slightly bruised.

*July 2.* — Woman got off a moving car, fell and was slightly injured.

*July 19.* — Car left the rails; two passengers thrown against the seats and slightly injured.

*July 22.* — Woman riding bicycle collided with car; was slightly injured.

*July 23.* — Man riding bicycle collided with car; face slightly cut.

*July 30.* — Employee fell from car; head slightly cut.

*July 30.* — Employee, in repairing bell rope, fell; arm slightly injured.

*August 5.* — In a collision between two bicycles a woman was thrown against the fender of a car and slightly bruised.

*August 6.* — Man stepped off a moving car, fell and was slightly injured,

*August 11.* — Man, standing on the running-board, was struck by a pole and slightly injured.

*August 17.* — Man stepped off a moving car, fell and was slightly injured.

*August 20.* — Man had his face slightly cut by broken span-wire.

*August 20.* — Employee fell from running-board of car and was slightly bruised.

*August 20.* — Man fell in alighting from car and was slightly injured.

*August 20.* — Woman tripped and fell from a car at rest and was slightly injured.

*August 24.* — Man stepped from a moving car, fell and was slightly bruised.

*August 27.* — Man fell from a moving car when trying to change seats; face slightly scratched.

*August 30.* — Intoxicated man fell from a moving car; slightly injured.

*September 9.* — In a collision between a team and a car one of the occupants of the team was thrown out and slightly injured.

*September 9.* — Man, standing on the running-board of a car, was struck by a passing team and slightly injured.

*September 15.* — Woman got off a moving car, fell and was slightly injured.

*September 15.* — Employee fell from a car and was slightly injured.

*September 20.* — Horse shied at a car, running team into post, throwing driver out and slightly injuring him; man was intoxicated.

*September 25.* — Man tripped when alighting from car, fell and was slightly injured.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

MERRIMACK SQUARE, LOWELL, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward M. Tucke, *President*, Lowell, Mass. August Fels, *Vice-President*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. Patrick F. Sullivan, *Clerk of Corporation*, Lowell, Mass. George F. Richardson, *General Counsel*, Lowell, Mass. D. Dana Bartlett, *Auditor*, Lowell, Mass. Franklin Woodman, *General Manager*, Lowell, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward M. Tucke, Lowell, Mass. August Fels, Lowell, Mass. Percy Parker, Lowell, Mass. Patrick F. Sullivan, Lowell, Mass. John Lennon, Lowell, Mass. Thomas Costello, Lowell, Mass. Miles F. Brennan, Lowell, Mass. Ethan A. Smith, Lowell, Mass. Meyer S. Bernheimer, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD M. TUCKE,  
PERCY PARKER,  
T. COSTELLO,  
JOHN LENNON,  
P. F. SULLIVAN,

*Directors.*

PERCY PARKER,

*Treasurer.*

FRANKLIN WOODMAN,

*General Manager.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 2, 1899. Then personally appeared the above-named Edward M. Tucke, Percy Parker, Thomas Costello, John Lennon and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,

*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1899. Then personally appeared the above-named P. F. Sullivan, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

D. DANA BARTLETT,

*Notary Public.*

## REPORT

OF THE

## LYNN &amp; BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation, . . . . .		\$1,563,468 79
Operating expenses, . . . . .		858,782 04
NET EARNINGS FROM OPERATION, . . . . .		\$704,686 75
Miscellaneous income:		
Rent of tracks and wires, . . . . .	\$6,165 18	
Interest, . . . . .	543 17	
TOTAL MISCELLANEOUS INCOME, . . . . .		6,708 35
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .		\$711,395 10
Charges upon income accrued during the year:		
Interest on funded debt, . . . . .	\$305,359 84	
Interest and discount on unfunded debts and loans, . . . . .	3,159 34	
Taxes, . . . . .	65,338 68	
Rentals of leased railways:		
Boston Elevated Railway, . . . . .	\$75,084 71	
East Middlesex Street Railway, . . . . .	35,658 59	
Boston & Chelsea Railroad, . . . . .	7,280 00	
Winnisimmet Railroad, . . . . .	3,421 25	
Boston & Revere Electric Street Railway, . . . . .	4,742 68	
		126,187 23
Other deductions from income:		
Payment on account commission on bonds, . . . . .	\$35,000 00	
Accident suspense, . . . . .	25,000 00	
Reconstruction, . . . . .	45,000 00	
		105,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .		605,045 09
NET DIVISIBLE INCOME, . . . . .		\$106,350 01
Dividends declared (8 per cent), . . . . .		101,280 00
Surplus for the year ending September 30, 1899, . . . . .		\$5,070 01



Amount of surplus September 30, 1898, . . . . .	\$96,664 56
Credits to profit and loss account during the year:	
Overpaid Boston Elevated Railway for use	
of power in 1898, . . . . .	\$2,341 80
Taxes 1897 adjusted, . . . . .	5,113 48
	<hr/>
	7,455 28
TOTAL, . . . . .	<hr/> \$109,189 85
Debits to profit and loss account during the year:	
Loss on horses sold and died, . . . . .	\$587 50
Old accounts charged off, . . . . .	1,103 17
Discount on coupon notes, . . . . .	6,200 00
	<hr/>
TOTAL DEBITS, . . . . .	7,890 67
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	<hr/> \$101,299 18
<hr/>	
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$1,553,228 86
Receipts from rentals of buildings and other property, . . . .	4,141 23
Receipts from advertising in cars, . . . . .	6,000 00
Other earnings from operation: for use of cars, sales manure, etc., . . . . .	<hr/> 98 70
GROSS EARNINGS FROM OPERATION, . . . . .	<hr/> \$1,563,468 79
<hr/>	
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$40,762 46
General office expenses and supplies, . . . . .	6,469 24
Legal expenses, . . . . .	7,971 92
Insurance, . . . . .	6,073 53
Other general expenses: printing and stationery, trustees' charges, expense of street railway association, etc., . .	<hr/> 8,109 84
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	72,118 37
Repair of electric line construction, . . . . .	14,033 18
Removal of snow and ice, . . . . .	45,690 08
Repair of buildings, . . . . .	3,336 22
Maintenance of equipment:	
Repair of cars and other vehicles, including cleaning, . .	78,642 67
Repair of electric equipment of cars, . . . . .	38,100 20
Transportation expenses:	
Cost of electric motive power, \$107,351.52; less power sold, \$11,095.42; net, . . . . .	<hr/> 96,256 10
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	371,844 82
Damages for injuries to persons and property, . . . . .	46,472 45
Rentals of buildings and other property, . . . . .	5,940 35
Other transportation expenses:	
Oil, waste and supplies, . . . . .	4,271 18
Miscellaneous expense, including advertising, attractions at summer resorts, etc., . . . . .	<hr/> 12,689 43
TOTAL OPERATING EXPENSES, . . . . .	<hr/> \$858,782 04



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**PROPERTY ACCOUNTS.**

<b>Additions to railway:</b>		
Reconstruction of tracks (length, 739 feet),	\$74,205 63	
New electric line construction (length, 739 feet), . . . . .	11,338 95	
<b>TOTAL ADDITIONS TO RAILWAY,</b> . . . . .		\$85,544 58
<b>Additions to equipment:</b>		
Additional cars (11 in number), . . . . .	\$24,302 30	
Electric equipment of same, . . . . .	27,252 24	
Other additions to equipment: machinery, etc., . . . . .	2,482 07	
<b>TOTAL ADDITIONS TO EQUIPMENT,</b> . . . . .		54,036 61
<b>Additions to land and buildings:</b>		
New electric power stations, including machinery, etc., . . . . .	\$1,488 20	
Additional equipment of power stations, . . . . .	17,807 09	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS,</b> . . . . .		19,295 29
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS,</b> . . . . .		\$158,876 48
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): loss on horses,</b> . . . . .		587 50
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,</b>		\$158,288 98

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**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****Dr.**

<b>Cost of railway:</b>		
Roadway and tracks, . . . . .	\$3,744,802 88	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	390,727 82	
Interest accrued during construction of railway, . . . . .	93,538 81	
Engineering and other expenses incident to construction, . . . . .	203,190 20	
<b>TOTAL COST OF RAILWAY OWNED,</b> . . . . .		\$4,432,259 71
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$443,267 31	
Electric equipment of same, . . . . .	912,097 87	
Horses, . . . . .	1,700 00	
Other items of equipment, . . . . .	89,022 04	
<b>TOTAL COST OF EQUIPMENT OWNED,</b> . . . . .		1,446,087 22
<b>Cost of land and buildings:</b>		
Land and buildings necessary for operation of railway, . . . . .	\$458,816 90	
Electric power stations, including equipment, . . . . .	984,072 42	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED,</b> . . . . .		1,442,889 32
<b>TOTAL PERMANENT INVESTMENTS,</b> . . . . .		\$7,321,236 25

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Cash and current assets :		
Cash, . . . . .	\$65,793 33	
Bills and accounts receivable, . . . . .	177,962 10	
TOTAL CASH AND CURRENT ASSETS, . . . . .		\$243,755 43
Miscellaneous assets :		
Unexpired insurance premiums and advanced interest on loans, . . . . .	\$7,919 53	
Accident fund suspense, . . . . .	16,228 98	
Materials and supplies, . . . . .	145,573 52	
Reconstruction suspense, . . . . .	85,591 28	
Other assets and property :		
Prepaid taxes, . . . . .	9,694 48	
Boston & Revere Electric Street Railway bonds redeemed, . . . . .	8,500 00	
TOTAL MISCELLANEOUS ASSETS, . . . . .		273,507 79
TOTAL, . . . . .		\$7,838,499 47
LIABILITIES.		CR.
Capital stock, . . . . .		\$1,266,000 00
Funded debt, . . . . .		6,009,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$35,000 00	
Audited vouchers and accounts, . . . . .	124,695 46	
Salaries and wages, . . . . .	19,169 18	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	27,525 00	
Rentals due and unpaid (including rentals due October 1), . . . . .	3,815 00	
Miscellaneous current liabilities :		
Employees' deposits, . . . . .	5,410 00	
Outstanding tickets, . . . . .	4,217 56	
TOTAL CURRENT LIABILITIES, . . . . .		219,832 20
Accrued liabilities :		
Interest accrued and not yet due, . . . . .	\$82,228 17	
Taxes accrued and not yet due, . . . . .	68,930 09	
Rentals accrued and not yet due, . . . . .	90,262 89	
TOTAL ACCRUED LIABILITIES, . . . . .		241,421 15
Sinking and other special funds : supply accounts, . . . . .		946 94
Profit and Loss balance (surplus), . . . . .		101,299 18
TOTAL, . . . . .		\$7,838,499 47
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$4,000,000 00	
Capital stock authorized by votes of company, . . . . .	1,266,000 00	
Capital stock issued and outstanding, . . . . .		\$1,266,000 00
Number of shares issued and outstanding, . . . . .	12,660	
Number of stockholders, . . . . .	13	
Number of stockholders in Massachusetts, . . . . .	13	
Amount of stock held in Massachusetts, . . . . .	\$1,266,000 00	

## CONTINGENT LIABILITY.

Commission on sale of Lynn & Boston first mortgage gold bonds, due December 1, 1924, payable from future net earnings, . . . . .	\$42,000 00
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## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Lynn & Boston Railroad firsts,* . .	6	May 15, 1900,	\$9,500 00	\$567 33
Lynn & Boston Railroad debenture, .	5	May 15, 1900,	150,000 00	7,500 00
Lynn & Boston Railroad debenture, .	5	April 1, 1907,	100,000 00	5,000 00
Lynn & Boston Railroad debenture, .	5	March 1, 1912,	186,000 00	9,300 00
Lynn & Boston Railroad coupon notes,	6	April 1, 1917,	1,250,000 00	37,800 00
Lynn & Boston Railroad first mortgage (gold), . . . . .	5	Dec. 1, 1924,	5,379,000 00	186,191 67
Lynn Belt Line Street Railway first mortgage, . . . . .	5	May 1, 1910,	100,000 00	5,000 00
Essex Electric Street Railway first mortgage, . . . . .	6	Jan. 1, 1911,	100,000 00	6,000 00
Naumkeag Street Railway first mortgage, . . . . .	5	May 1, 1900,	1,500 00	75 00
Naumkeag Street Railway first mortgage, . . . . .	5	June 1, 1906,	215,000 00	10,750 00
Naumkeag Street Railway debenture, .	5	April 1, 1907,	49,000 00	2,450 00
Naumkeag Street Railway first consolidated mortgage, . .	5	July 1, 1910,	711,000 00	35,550 00
Naumkeag Street Railway debenture, .	6	Sept. 1, 1910,	24,000 00	1,440 00
Naumkeag Street Railway debenture, .	6	July 1, 1911,	10,000 00	600 00
			\$8,285,000 00	\$308,224 00
Less Lynn & Boston Railroad first mortgage gold bonds held in trust to redeem all other bond issues, . .	. .	. . . . .	1,656,000 00	--
And less coupon notes so held for fulfillment of contract with Continental Trust Company, April 15, 1897, for sale thereof, . . . . .	. . . . .	. . . . .	620,000 00	--
On bonds exchanged during year, . .	. . . . .	. . . . .	--	2,864 16
TOTALS, . . . . .	. . . . .	. . . . .	\$6,009,000 00	\$305,359 84

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of accident fund, . . . . .	\$7,632 57
Additions during the year to accident fund, . . . . .	46,472 45
TOTAL, INCLUDING ADDITIONS, . . . . .	\$54,105 02
Deductions during the year from accident fund, . . . . .	\$54,105 02

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	30,287,399
Number carried per mile of main railway track operated, . . . . .	196,886
Number of round trips run, . . . . .	562,753
Number of car miles run, . . . . .	6,032,174
Average number of persons employed, . . . . .	1,277

\* Mortgage cancelled.

1917

[illegible]

Figure 1 is a schematic representation of the experimental design. It shows a timeline of events for two groups: 'Control' and 'Experimental'. The Control group receives a 'Control' stimulus, while the Experimental group receives an 'Experimental' stimulus. Both groups are then subjected to a 'Post-test' phase. The timeline includes a 'Pre-test' phase, a 'Stimulus' phase, and a 'Post-test' phase. The Experimental group shows a significant increase in the 'Post-test' phase compared to the Control group.

Amount of interest paid	Interest	Dividend on Stock of Companies	Dividend on Bonds of Companies	Total Interest, etc.
Interest on railway bonds	\$1,000.00	\$1,000.00	\$1.00	\$2,001.00
Interest on general bonds	75,000.00	75,000.00	1.00	150,001.00
Total interest on Bonds	76,000.00	76,000.00	1.00	152,001.00
Interest on railway companies, etc.	1.00	1.00	-	2.00
Total interest on all Bonds	77,001.00	77,001.00	1.00	154,003.00

[illegible]

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (26 in number), viz:		
With Union Freight Railroad, Causeway Street, Boston.	2	2
With Fitchburg Railroad, Warren Avenue and Water Street, Boston.	2	2
With Boston & Maine Railroad, Everett Avenue, Chelsea.	4	2
With Boston & Albany Railroad, Everett Avenue, Chelsea.		
With Boston, Revere Beach & Lynn Railroad, Winthrop Avenue, Revere.	2	2
With Boston & Maine Railroad as follows:		
On Winthrop Avenue, Revere.	2	2
On Lynn Street, Revere.		
On Ferry Street, Malden.		
On Beach Street, Malden.		
On Franklin Street, Melrose.		
On Monowale Avenue, Stoneham.		
On Winter Street, Saugus.		
On Boston Street, Lynn.		
On Summer Street, Lynn (2 crossings).		
On Western Avenue, Lynn.		
On Commercial Street, Lynn.		
On Blossom Street, Lynn.		
On Market Street, Lynn.		
On Central Square, Lynn.		
On Chatham Street, Lynn.		
On Humphrey Street, Swampscott.		
On Pleasant Street, Marblehead.		
On Salem Road, Marblehead.		
On Loring Avenue, Salem.		
On West Street, Salem.		
On Derby Street, Salem.		1
On North Street, Salem.		2
On Rantoul Street, Beverly.		2
On Cabot Street, Beverly.		2
On Water Street, Danvers.		2
On Maple Street, Danvers.		2
On Elm Street, Danvers.		2
On Holten Street, Danvers.		2
On Central Street, Peabody (2 crossings).		2
On Lowell Street, Peabody.		2
On Willow Street, Hamilton.		2
TOTAL NUMBER OF TRACKS AT CROSSINGS.	70	45

Number of above crossings at which frogs are inserted in the tracks. . . . . 36

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	17	2	7	2	24
Employees.	-	1	-	2	-	3
Other persons.	-	1	3	3	3	6
TOTALS.	-	18	5	12	5	23



## STATEMENT OF EACH ACCIDENT.

- Oct. 6, 1898.* — Employee, loading rails; hand injured.  
*October 7.* — Passenger fell from front platform of car; leg broken.  
*November 19.* — Man attempted to board moving car; slightly injured.  
*November 20.* — Passenger fell from platform of car; slightly injured.  
*December 2.* — Passenger fell from platform of car; knee injured.  
*December 9.* — Car and horse collided; horse thrown and rider injured.  
*Jan. 21, 1899.* — Passenger stepped off moving car; slightly injured.  
*January 21.* — Passenger fell from platform of car; injuries proved fatal.  
*February 10.* — Man walked directly in front of car and was knocked down; fatally injured.  
*February 24.* — Car left rail; passenger thrown from car; slightly injured.  
*March 10.* — Collision of cars; four passengers slightly injured.  
*March 12.* — Employee, handling rails, slightly injured hand.  
*March 15.* — Feed wire fell, struck man on sidewalk; leg injured.  
*April 2.* — Man, under influence of liquor, lying on track in dark spot; car struck and killed him.  
*April 3.* — Brakeman on freight car struck by wire and knocked from car; severely injured.  
*May 8.* — Car left rail; two passengers slightly injured.  
*May 27.* — Register fell in car; two passengers somewhat injured.  
*June 6.* — Man walked in front of car; hit by fender, knocked down; somewhat injured.  
*June 8.* — Passenger fell from car; leg hurt.  
*June 12.* — Conductor on running-board struck by passing team; leg hurt.  
*July 3.* — Passenger on car struck by bullet in side, coming from some unknown source; somewhat injured.  
*July 8.* — Woman ran directly in front of car; somewhat injured.  
*July 11.* — Girl on bicycle ran into side of car; somewhat injured.  
*August 3.* — Boy ran from behind ice cart directly in front of car; severely injured.  
*August 4.* — Passenger fell from car; fatally injured.  
*August 9.* — Boy, stealing ride, jumped from moving car; fell on track in dark spot and severely injured; subsequently another car ran over and killed him.  
*September 9.* — Passenger on running-board jumped from car and was struck by another car; severely injured.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, 333 Union Street, Lynn, Mass. Elwin C. Foster, *Vice-President and General Manager*, 333 Union Street, Lynn, Mass. Charles



Williams, *Treasurer and Clerk of Corporation*, 333 Union Street, Lynn, Mass.  
 Proctor & Warren, *General Counsel*, 31 State Street, Boston, Mass. Mabel B.  
 Johnson, *Auditor*, 333 Union Street, Lynn, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. Amory, 2d, Boston, Mass. John S. Bartlett, Lynn, Mass. Amos F.  
 Breed, Lynn, Mass. John H. Cunningham, Chelsea, Mass. Elwin C. Foster,  
 Lynn, Mass. J. H. Goodspeed, Boston, Mass. Henry P. Moulton, Salem,  
 Mass. Charles H. Newhall, Lynn, Mass. P. F. Sullivan, Lowell, Mass.  
 Bentley W. Warren, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are  
 full, just and true.

AMOS F. BREED,  
 ELWIN C. FOSTER,  
 JOHN S. BARTLETT,  
 CHARLES H. NEWHALL,  
 P. F. SULLIVAN,  
 J. H. GOODSPEED,  
*Directors.*  
 CHARLES WILLIAMS,  
*Treasurer.*  
 ELWIN C. FOSTER,  
*General Manager.*

#### COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 6, 1899. Then personally appeared the above-named  
 Amos F. Breed and Elwin C. Foster, directors, and severally made oath that  
 the foregoing certificate by them subscribed is, to the best of their knowledge  
 and belief, true.

Before me,

ELISHA M. STEVENS,  
*Justice of the Peace.*

#### COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named  
 John S. Bartlett and Charles H. Newhall, directors, and Charles Williams,  
 treasurer, and severally made oath that the foregoing certificate by them sub-  
 scribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1899. Then personally appeared the above-  
 named P. F. Sullivan and J. H. Goodspeed, directors, and severally made oath  
 that the foregoing certificate by them subscribed is, to the best of their knowl-  
 edge and belief, true.

Before me,

BENTLEY W. WARREN,  
*Justice of the Peace.*

# REPORT

## OF THE

### MANSFIELD & EASTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING AUGUST 1, 1899.

[Consolidated with the Norton & Taunton August 1, 1899. Commenced operation February 25, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,345 55
Operating expenses, . . . . .	4,667 25
GROSS DEFICIT, . . . . .	\$321 70
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$1,717 36
Interest and discount on unfunded debts and loans, . . . . .	605 17
Taxes, . . . . .	260 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,582 53
Deficit for the period ending August 1, 1899, . . . . .	\$2,904 23
TOTAL DEFICIT AUGUST 1, 1899, . . . . .	\$2,904 23
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$4,316 75
Receipts from advertising in cars, . . . . .	28 80
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,345 55
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$419 97
General office expenses and supplies, . . . . .	42 66
Legal expenses, . . . . .	13 85
Insurance, . . . . .	49 50
Other general expenses : advertising and travelling expenses, . . . . .	38 25
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	128 72
Repair of electric line construction, . . . . .	18 91
Removal of snow and ice, . . . . .	246 69
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	201 45
Repair of electric equipment of cars, . . . . .	281 30

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Transportation expenses:

Cost of electric motive power, . . . . .	\$1,132 30
Wages and compensation of persons employed in conducting transportation, . . . . .	1,946 86
Rentals of buildings and other property . . . . .	111 54
Other transportation expenses: teaming, freight, etc., . . . . .	35 25
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$4,667 25</b>

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## PROPERTY ACCOUNTS.

## Additions to railway:

Extension of tracks, . . . . .	\$46,941 75
New electric line construction, . . . . .	19,433 60
Other additions to railway:	
Interest during construction, . . . . .	1,055 20
Bond discount, . . . . .	8,000 00
Engineering and other expenses, . . . . .	8,620 05

<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$84,050 60</b>
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## Additions to equipment:

Additional cars (4 in number), . . . . .	\$9,002 00
Electric equipment of same, . . . . .	4,400 00
Other additions to equipment: rotary snow plough, . . . . .	2,750 00

<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>16,152 00</b>
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## Additions to land and buildings:

New electric power stations, including machinery, etc., . . . . .	\$10,360 00
Other new buildings necessary for operation of railway, . . . . .	5,800 00

<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>16,160 00</b>
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<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$116,362 60</b>
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## GENERAL BALANCE SHEET AUGUST 1, 1899.

## ASSETS.

DR.

## Cost of railway:

Roadway and tracks, . . . . .	\$128,410 80
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	34,508 60
Interest accrued during construction of railway, . . . . .	1,055 20
Engineering and other expenses incident to construction, . . . . .	11,318 47
Other items of railway cost: bond discount, . . . . .	8,000 00

<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$183,293 07</b>
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## Cost of equipment:

Cars and other rolling stock and vehicles, . . . . .	\$9,002 00
Electric equipment of same, . . . . .	4,400 00
Other items of equipment: 1 rotary snow plough, . . . . .	2,750 00

<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>16,152 00</b>
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Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$800 00	
Electric power stations, including equipment, . . . . .	10,860 00	
Other buildings necessary for operation of railway, . . . . .	5,800 00	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$16,960 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$216,405 07
Profit and Loss balance (deficit), . . . . .		2,904 23
TOTAL, . . . . .		\$219,309 30
LIABILITIES.		Cr.
Capital stock, . . . . .		\$100,000 00
Funded debt, . . . . .		80,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$32,680 00	
Audited vouchers and accounts, . . . . .	492 19	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	1,333 33	
Miscellaneous current liabilities :		
Contractor's account not audited, . . . . .	2,805 00	
Syndicate account, . . . . .	428 67	
TOTAL CURRENT LIABILITIES, . . . . .		37,739 19
Accrued liabilities: taxes accrued and not yet due, . . . . .		1,570 11
TOTAL, . . . . .		\$219,309 30
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	29	
Number of stockholders in Massachusetts, . . . . .	29	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	5	Oct. 1, 1918	\$80,000 00	\$666 40

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	86,335
Number carried per mile of main railway track operated, . . . . .	8,382
Number of round trips run, . . . . .	2,727
Number of car miles run, . . . . .	56,186
Average number of persons employed, . . . . .	6
Company commenced operation February 25, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	4
Number of all above cars with 8 wheels, . . .	4
Number of cars equipped with fenders, . . .	4
Number of cars equipped with heaters (electric), . . .	4
Snow ploughs (electric, rotary), . . .	1
Electric motors, . . .	8

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	10.300 mles.
Length of sidings, switches, etc., . . .	.147 "
Total, computed as single track, . . .	10.447 "

System of electric motive power in use by the company: Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Mansfield and Easton.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	1	-	1
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	-	-	-
TOTALS, . . .	-	-	-	1	-	1

## STATEMENT OF EACH ACCIDENT.

March 20, 1899. — Mr. Lewis Britton of East Mansfield jumped from car while it was in motion; injured about head and shoulders.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MANSFIELD & EASTON STREET RAILWAY COMPANY,  
53 STATE STREET, ROOM 601, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Douglas A. Brooks, *President*, Braintree, Mass. Lemuel K. Wilbur, *Vice-President*, Easton, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Boston, Mass. Harry S. Williams, *General Counsel*, Taunton, Mass. Charles E. Bibber, *General Manager*, Malden, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Douglas A. Brooks, Braintree, Mass. Lemuel K. Wilbur, Easton, Mass.  
David E. Harding, Mansfield, Mass. Charles E. Bibber, Malden, Mass.  
George H. Swazey, Malden, Mass. Franklin Mead, Norton, Mass. Edward  
D. Hewins, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

DOUGLAS A. BROOKS,  
GEORGE H. SWAZEY,  
FRANKLIN MEAD,  
EDWARD D. HEWINS,  
CHAS. E. BIBBER,  
DAVID E. HARDING,

*Directors.*

EDWARD D. HEWINS,

*Treasurer.*

CHAS. E. BIBBER,

*General Manager.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the above-named Edward D. Hewins and David E. Harding, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 24, 1899. Then personally appeared the within-named Douglas A. Brooks, George H. Swazey, Franklin Mead and Charles E. Bibber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD D. HEWINS,

*Justice of the Peace.*



## REPORT

OF THE

## MANSFIELD &amp; NORTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING AUGUST 1, 1899.

[Consolidated with the Norton & Taunton August 1, 1899. Commenced operation December 22, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,404 65
Operating expenses, . . . . .	4,949 30
GROSS DEFICIT, . . . . .	\$544 65
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$1,211 12
Interest and discount on unfunded debts and loans, . . . . .	225 26
Taxes, . . . . .	631 20
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,067 58
Deficit for the period ending August 1, 1899, . . . . .	\$2,612 23
TOTAL DEFICIT AUGUST 1, 1899, . . . . .	\$2,612 23
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$4,373 25
Receipts from advertising in cars, . . . . .	31 40
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,404 65
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$457 93
General office expenses and supplies, . . . . .	46 51
Legal expenses, . . . . .	15 10
Insurance, . . . . .	53 97
Other general expenses; advertising and travelling expenses, . . . . .	41 69
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	31 31
Repair of electric line construction, . . . . .	9 75
Removal of snow and ice, . . . . .	268 97

<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	\$219 63
Repair of electric equipment of cars, . . . . .	396 69
<b>Transportation expenses :</b>	
Cost of electric motive power, . . . . .	1,125 49
Wages and compensation of persons employed in conducting transportation, . . . . .	2,122 62
Rentals of buildings and other property, . . . . .	121 72
Other transportation expenses : teaming, freight and express, . . . . .	37 92
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$4,949 30</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Extension of tracks, . . . . .	\$45,163 39
New electric line construction, . . . . .	11,593 48
<b>Other additions to railway :</b>	
Bond discount, . . . . .	4,000 00
Interest during construction, \$675.50; engineering and expenses, \$3,727.21, . . . . .	4,402 71
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$65,159 58</b>
<b>Additions to equipment :</b>	
Additional cars (3 in number), . . . . .	\$6,380 00
Electric equipment of same, . . . . .	2,843 78
Other additions to equipment : snow plough, . . . . .	850 00
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>10,073 78</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$75,233 36</b>

## GENERAL BALANCE SHEET AUGUST 1, 1899.

ASSETS.		DR.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$67,820 49	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,240 98	
Interest accrued during construction of railway, . . . . .	675 50	
Engineering and other expenses incident to construction, . . . . .	5,838 96	
Other items of railway cost : bond discount, . . . . .	4,000 00	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$92,575 93</b>
<b>Cost of equipment :</b>		
Cars and other rolling stock and vehicles, . . . . .	\$7,380 00	
Electric equipment of same, . . . . .	2,843 78	
Other items of equipment : 1 snow plough, . . . . .	850 00	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>11,073 78</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$103,649 71</b>
<b>Profit and Loss balance (deficit), . . . . .</b>		<b>2,612 23</b>
<b>TOTAL, . . . . .</b>		<b>\$106,261 94</b>

LIABILITIES.		Cr.
Capital stock, . . . . .		\$40,000 00
Funded debt, . . . . .		40,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$7,414 56	
Audited vouchers and accounts, . . . . .	2,404 50	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	666 67	
Miscellaneous current liabilities:		
Contractor's account not audited, . . . . .	14,290 30	
Syndicate account, . . . . .	854 71	
TOTAL CURRENT LIABILITIES, . . . . .		25,630 74
Accrued liabilities: taxes accrued and not yet due, . . . . .		631 20
TOTAL, . . . . .		\$106,261 94

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$40,000 00	
Capital stock authorized by votes of company, . . . . .	40,000 00	
Capital stock issued and outstanding, . . . . .		\$40,000 00
Number of shares issued and outstanding, . . . . .	400	
Number of stockholders, . . . . .	21	
Number of stockholders in Massachusetts, . . . . .	21	
Amount of stock held in Massachusetts, . . . . .	\$40,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 5	Oct. 1, 1918, .	\$40,000 00	\$750 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	87,465
Number carried per mile of main railway track operated, . . . . .	16,336
Number of round trips run, . . . . .	3,674
Number of car miles run, . . . . .	39,341
Average number of persons employed, . . . . .	5
Company commenced operation December 22, 1898.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	3
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	3
Number of cars equipped with fenders, . . . . .	3
Number of cars equipped with heaters (electric), . . . . .	3
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	6

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	5 354 miles.
Length of sidings, switches, etc., . . . . .	.103 "
Total, computed as single track, . . . . .	5.457 "

System of electric motive power in use by the company : Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located : Mansfield and Norton

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

*April 22, 1899.* — James Smith, of Mansfield, stepped from car while it was in motion; side and head badly bruised.

*May 7.* — A. Buchanan, of Mansfield, while intoxicated, drove in front of rapidly moving car; team demolished and Buchanan slightly injured about back and hips.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MANSFIELD & NORTON STREET RAILWAY COMPANY,

53 STATE STREET, ROOM 601, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Franklin Mead, *President*, Norton, Mass. Charles E. Bibber, *Treasurer*, Boston, Mass. Edward D. Hewins *Assistant Treasurer and Clerk of Corporation*, Boston, Mass. Harry S. Williams, *General Counsel*, Boston, Mass. Douglas A. Brooks, *General Manager*, Braintree, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin Mead, Norton, Mass. George H. Swazey, Malden, Mass. David E. Harding, Mansfield, Mass. Andrew H. Sweet, Norton, Mass. Doliver S. Spaulding, Mansfield, Mass. Douglas A. Brooks, Braintree, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANKLIN MEAD,  
GEORGE H. SWAZEY,  
EDWARD D. HEWINS,  
DOUGLAS A. BROOKS,  
ANDREW H. SWEET,  
DAVID E. HARDING,

*Directors.*

CHAS. E. BIBBER,

*Treasurer.*

DOUGLAS A. BROOKS,

*General Manager.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 23, 1899. Then personally appeared the above-named Franklin Mead, George H. Swazey, Douglas A. Brooks and Charles E. Bibber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD D. HEWINS,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the above-named Andrew H. Sweet and David E. Harding, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the within-named Edward D. Hewins, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

# REPORT

## OF THE

### MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$53,567 49
Operating expenses, . . . . .	45,153 27
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$8,414 22
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$3,780 00
Interest and discount on unfunded debts and loans, . . . . .	2,836 73
Taxes, . . . . .	1,800 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	8,416 73
Deficit for the year ending September 30, 1899, . . . . .	\$2 51
Amount of surplus September 30, 1898, . . . . .	208 23
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$205 72
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$37,626 10
Receipts from tolls for use of tracks by other companies, . . . . .	15,790 91
Receipts from advertising in cars, . . . . .	150 48
GROSS EARNINGS FROM OPERATION, . . . . .	\$53,567 49
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,100 04
General office expenses and supplies, . . . . .	2,003 68
Legal expenses, . . . . .	204 57
Insurance (fire, \$113.34; accident, \$3,549.32), . . . . .	3,662 66
Other general expenses:	
Printing and advertising, . . . . .	250 05
Oil and grease, . . . . .	89 62
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	2,616 94
Repair of electric line construction, . . . . .	336 45
Removal of snow and ice, . . . . .	1,448 84
Repair of buildings, . . . . .	308 22



<b>Maintenance of equipment:</b>	
Repair of cars and other vehicles, . . . . .	2,866 47
Repair of electric equipment of cars, . . . . .	2,344 04
Renewal of horses, harnesses, shoeing, etc., . . . . .	166 51
<b>Transportation expenses:</b>	
Cost of electric motive power, . . . . .	8,146 45
Wages and compensation of persons employed in conducting transportation, . . . . .	14,164 51
Damages for injuries to persons and property, . . . . .	140 00
<b>Other transportation expenses:</b>	
Transfers, . . . . .	3,363 09
Other employees, . . . . .	1,941 13
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$45,153 27</b>

#### PROPERTY ACCOUNTS.

<b>Additions to railway:</b>	
Extension of tracks, . . . . .	\$8,866 61
Other additions to railway: engineering, . . . . .	76 80
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$8,943 41</b>
Additions to equipment: electric equipment of same, . . . . .	2,196 81
Additions to land and buildings: new electric power stations, including machinery, etc., . . . . .	4,844 64
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$15,984 86</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): depreciation of office furniture and tools, . . . . .</b>	
	75 80
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$15,909 06</b>

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
<b>Cost of railway:</b>		
Roadway and tracks, . . . . .	\$99,489 13	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	19,781 10	
Engineering and other expenses incident to construction, . . . . .	1,656 04	
Other items of railway cost: office furniture and tools, . . . . .	825 10	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$121,751 37</b>
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$32,618 86	
Electric equipment of same, . . . . .	2,321 81	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>34,940 67</b>
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$7,727 59	
Electric power stations, including equipment, . . . . .	31,171 82	
Other buildings necessary for operation of railway, . . . . .	6,731 17	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>45,630 58</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$202,322 62</b>

Cash and current assets :		
Cash, . . . . .	\$1,814 23	
Bills and accounts receivable, . . . . .	631 66	
TOTAL CASH AND CURRENT ASSETS, . . . . .		\$2,445 89
Miscellaneous assets :		
Materials and supplies, . . . . .	\$1,461 01	
Other assets and property : collateral bonds, . . . . .	17,000 00	
TOTAL MISCELLANEOUS ASSETS, . . . . .		18,461 01
TOTAL, . . . . .		\$223,229 52
LIABILITIES.		Cr.
Capital stock, . . . . .		\$80,000 00
Funded debt, . . . . .		80,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$55,294 16	
Audited vouchers and accounts, . . . . .	4,108 88	
TOTAL CURRENT LIABILITIES, . . . . .		59,403 04
Accrued liabilities :		
Interest accrued and not yet due, . . . . .	\$945 00	
Taxes accrued and not yet due, . . . . .	2,175 76	
TOTAL ACCRUED LIABILITIES, . . . . .		3,120 76
Sinking and other special funds : renewal fund, . . . . .		500 00
Profit and Loss balance (surplus), . . . . .		205 72
TOTAL, . . . . .		\$223,229 52
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$80,000 00	
Capital stock authorized by votes of company, . . . . .	80,000 00	
Capital stock issued and outstanding, . . . . .		\$80,000 00
Number of shares issued and outstanding, . . . . .	800	
Number of stockholders, . . . . .	14	
Number of stockholders in Massachusetts, . . . . .	14	
Amount of stock held in Massachusetts, . . . . .	\$80,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 6	July 2, 1914, .	\$80,000 00	\$3,780 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of renewal, improvement and sinking fund, . . . . .	\$500 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	759,585
Number carried per mile of main railway track operated, .	100,727
Number of round trips run, . . . . .	36,889
Number of car miles run, . . . . .	180,974
Average number of persons employed, . . . . .	40

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	6
Open passenger cars equipped for electric power, . . . .	9
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>15</b>
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	16
Number of cars equipped with fenders, . . . . .	15
Number of cars equipped with heaters (electric), . . . .	6
Snow ploughs (electric), . . . . .	2
Carts and snow sleds, . . . . .	2
Other highway vehicles, . . . . .	1
Electric motors, . . . . .	25

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Operated under Agreement.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	7.541	7.395	14.936
Length of sidings, switches, etc., . . . . .	.572	.094	.666
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . .</b>	<b>8.113</b>	<b>7.489</b>	<b>15.602</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	2.137 miles.
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System of electric motive power in use by the company: Edison.

Names of the several cities and towns in which the railways operated by the company are located: Hudson and Marlborough.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	2	-	2
<b>TOTALS, . . . . .</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>

## STATEMENT OF EACH ACCIDENT.

Oct. 13, 1898. — Man stepped from moving car and fell; slightly injured.

October 19. — Man tried to grab moving car, missed it and fell; slightly injured.

June 1, 1899. — Man, riding bicycle, attempted to cross track in front of moving car; was struck by car and thrown to ground; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,

MARLBOROUGH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, Boston, Mass. P. L. Saltonstall, *Treasurer*, Boston, Mass. F. L. Claflin, *Clerk of Corporation*, Marlborough, Mass. E. P. Shaw, Jr., *General Manager*, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass. P. L. Saltonstall, Boston, Mass. E. P. Shaw, Jr., Boston, Mass. F. L. Claflin, Marlborough, Mass. Louis P. Howe, Marlborough, Mass. O. P. Walker, Marlborough, Mass. W. S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. REED ANTHONY,  
PHILIP L. SALTONSTALL,  
E. P. SHAW, JR.,  
O. P. WALKER,

*Directors.*

PHILIP L. SALTONSTALL,

*Treasurer.*

E. P. SHAW, Jr.,

*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1899. Then personally appeared the above-named S. Reed Anthony, Philip L. Saltonstall and E. P. Shaw, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L P. SNOW,

*Justice of the Peace.*

## REPORT

OF THE

## MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$1,440 80
Operating expenses, . . . . .	956 22
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$484 58
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$221 66
Taxes, . . . . .	75 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	297 56
Surplus for the year ending September 30, 1899, . . . . .	\$187 02
Amount of surplus September 30, 1898, . . . . .	422 15
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$609 17
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$1,440 80
GROSS EARNINGS FROM OPERATION, . . . . .	\$1,440 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$50 00
General office expenses and supplies, . . . . .	52 32
Legal expenses, . . . . .	214 75
Maintenance of equipment: repair of cars and other vehicles, . . . . .	28 50
Transportation expenses:	
Cost of electric motive power, . . . . .	320 00
Wages and compensation of persons employed in conducting transportation, . . . . .	290 65
TOTAL OPERATING EXPENSES, . . . . .	\$956 22

PROPERTY ACCOUNTS.		
Additions to railway: turn-out, . . . . .		\$21 56
Additions to equipment:		
Additional cars (2 in number), . . . . .	\$800 00	
Electric equipment of same, . . . . .	566 45	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		1,366 45
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$1,388 01
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$4,572 98	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	852 14	
Engineering and other expenses incident to construction, . . . . .	798 64	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$6,223 76
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$800 00	
Electric equipment of same, . . . . .	566 45	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		1,366 45
Cost of land and buildings: land necessary for operation of railway, . . . . .		5,000 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$12,590 21
Cash and current assets: cash, . . . . .		1,580 32
TOTAL, . . . . .		\$14,170 53
<hr/>		
LIABILITIES.		CR.
Capital stock, . . . . .		\$6,542 50
Current liabilities:		
Loans and notes payable, . . . . .	\$5,000 00	
Audited vouchers and accounts, . . . . .	1,718 12	
TOTAL CURRENT LIABILITIES, . . . . .		6,718 12
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$225 00	
Taxes accrued and not yet due, . . . . .	75 74	
TOTAL ACCRUED LIABILITIES, . . . . .		300 74
Profit and Loss balance (surplus), . . . . .		609 17
TOTAL, . . . . .		\$14,170 53
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .	12,000 00	
Amount paid in on 120 shares not yet issued, . . . . .		\$6,542 50



## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	28,816
Number carried per mile of main railway track operated, .	2,619
Number of round trips run, . . . . .	2,057
Number of car miles run, . . . . .	4,525
Average number of persons employed, . . . . .	4

## DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power, . . .	2
TOTAL PASSENGER CARS OF ALL KINDS, . . .	2
Electric motors, . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	1.100 miles.
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System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the  
company are located: Tisbury.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,

60 STATE STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John H. Gilbert (deceased), *President*; vacancy not yet filled. Clarence Burgin, *Treasurer and Clerk of Corporation*, Quincy, Mass. John A. Duggan, *Superintendent*, 60 State Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John H. Gilbert (deceased), Quincy, Mass.; vacancy not filled. John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. John A. Duggan, Quincy, Mass. M. H. Curley, Boston, Mass. Josiah Quincy, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,  
JOHN R. GRAHAM,  
FRED. H. SMITH,  
JOHN A. DUGGAN,  
M. H. CURLEY,  
JOSIAH QUINCY,

*Directors.*

CLARENCE BURGIN,

*Treasurer.*

JOHN A. DUGGAN,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK AND NORFOLK, SS. NOV. 16, 1899. Then personally appeared the above-named John F. Merrill, John R. Graham, Fred. H. Smith, John A. Duggan, M. H. Curley and Josiah Quincy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

*Justice of the Peace.*

## REPORT

OF THE

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET  
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railroad under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		DR.	
Cost of railway :			
Roadway and tracks, . . . . .	\$157,710 72		
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	31,881 94		
Engineering and other expenses incident to construction, . . . . .	525 50		
TOTAL COST OF RAILWAY OWNED, . . . . .			\$190,118 16
Cost of equipment :			
Cars and other rolling stock and vehicles, . . . . .	\$21,230 00		
Electric equipment of same, . . . . .	20,400 00		
TOTAL COST OF EQUIPMENT OWNED, . . . . .			41,630 00
Cost of land and buildings :			
Electric power stations, including equipment, . . . . .	\$25,000 00		
Other buildings necessary for operation of railway, . . . . .	13,750 00		
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			38,750 00
TOTAL, . . . . .			\$270,498 16
LIABILITIES.		CR.	
Capital stock, . . . . .			\$100,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$75,000 00		
Audited vouchers and accounts, . . . . .	95,498 16		
TOTAL CURRENT LIABILITIES, . . . . .			170,498 16
TOTAL, . . . . .			\$270,498 16

CAPITAL STOCK.		
Capital stock authorized by law, . . . .	\$200,000 00	
Capital stock authorized by votes of company, . . . .	200,000 00	
Amount paid in on 2,000 shares not yet issued, . . . .	.	\$100,000 00
Number of stockholders, . . . . .	7	
Number of stockholders in Massachusetts, . . . . .	7	

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY  
COMPANY,

FRANKLIN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jos. G. Ray, *President*, Franklin, Mass. Edgar K. Ray, *Treasurer*, Franklin, Mass. Geo. W. Wiggin, *Clerk of Corporation and General Counsel*, Franklin, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jos. G. Ray, Franklin, Mass. Edgar K. Ray, Franklin, Mass. Geo. W. Wiggin, Franklin, Mass. Jas. F. Ray, Franklin, Mass. Wm. S. Reed, Leominster, Mass. Wm. H. Tyler, Worcester, Mass. Chas. H. Shippee, Milford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH G. RAY,  
EDGAR K. RAY,  
JAMES F. RAY,  
GEORGE W. WIGGIN,  
*Directors.*

## COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Dec. 19, 1899. Then personally appeared the above-named Joseph G. Ray, Edgar K. Ray, James F. Ray and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

## REPORT

OF THE

MILFORD, HOLLISTON & FRAMINGHAM STREET  
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$94,448 71
Operating expenses, . . . . .	55,651 07
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$38,797 64
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$8,250 00
Interest and discount on unfunded debts and loans, . . . . .	1,928 18
Taxes, . . . . .	3,491 59
Other deductions from income : amusements, . . . . .	2,809 75
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	16,479 52
NET DIVISIBLE INCOME, . . . . .	\$22,318 12
Dividends declared (8 per cent), . . . . .	16,800 00
Surplus for the year ending September 30, 1899, . . . . .	\$5,518 12
Amount of surplus September 30, 1898, . . . . .	17,423 41
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$22,941 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$94,339 15
Receipts from tolls for use of tracks by other companies, . . . . .	5 40
Receipts from advertising in cars, . . . . .	104 16
GROSS EARNINGS FROM OPERATION, . . . . .	\$94,448 71
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$3,094 54
General office expenses and supplies, . . . . .	299 85
Insurance, . . . . .	3,257 66
Other general expenses, . . . . .	1,383 68

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$3,113 04
Repair of electric line construction, . . . . .	1,029 70
Removal of snow and ice, . . . . .	3,567 35
Repair of buildings, . . . . .	111 91
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	2,560 61
Repair of electric equipment of cars, . . . . .	2,135 99
Transportation expenses :	
Cost of electric motive power, \$13,246.64; less power sold, \$1,755.76; net, . . . . .	11,490 88
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	22,735 08
Damages for injuries to persons and property, . . . . .	374 35
Tolls for trackage over other railways, . . . . .	46 48
Other transportation expenses : oil, grease, cotton waste, etc., . . . . .	449 95
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$55,651 07</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 4,488 feet), . . . . .	\$3,764 86
New electric line construction (length, 4,488 feet), . . . . .	780 58
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$4,545 44</b>
Additions to equipment :	
Additional cars (1 in number), . . . . .	\$994 80
Electric equipment of same, . . . . .	17 65
Other additions to equipment, . . . . .	575 18
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>1,587 63</b>
Additions to land and buildings :	
Additional equipment of power stations, . . . . .	\$18,755 49
Other new buildings necessary for operation of railway, . . . . .	40 68
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>18,796 17</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$24,929 24</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway :	
Roadway and tracks, . . . . .	\$196,538 50
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	67,283 00
Engineering and other expenses incident to construction, . . . . .	5,902 27
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$269,723 77</b>
Cost of equipment :	
Cars and other rolling stock and vehicles, . . . . .	\$26,956 51
Electric equipment of same, . . . . .	24,363 00
Other items of equipment: snow ploughs, tools, etc., . . . . .	10,729 63
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>62,049 14</b>



Cost of land and buildings :			
Land necessary for operation of railway, . . . . .	\$1,169	47	
Electric power stations, including equipment, . . . . .	84,509	42	
Other buildings necessary for operation of railway, . . . . .	15,708	19	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			\$101,387 08
TOTAL PERMANENT INVESTMENTS, . . . . .			\$433,159 99
Cash and current assets :			
Cash, . . . . .	\$14,600	18	
Bills and accounts receivable, . . . . .	3,460	65	
Other cash and current assets : prepaid insurance, . . . . .	700	00	
TOTAL CASH AND CURRENT ASSETS, . . . . .			18,760 83
Miscellaneous assets : materials and supplies, . . . . .			2,280 93
TOTAL, . . . . .			\$454,201 75
LIABILITIES.		Cr.	
Capital stock, . . . . .			\$210,000 00
Funded debt, . . . . .			165,000 00
Current liabilities :			
Loans and notes payable, . . . . .	\$50,000	00	
Audited vouchers and accounts, . . . . .	4,197	72	
TOTAL CURRENT LIABILITIES, . . . . .			54,197 72
Accrued liabilities : interest accrued and not yet due, . . . . .			2,062 50
Profit and Loss balance (surplus), . . . . .			22,941 53
TOTAL, . . . . .			\$454,201 75
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$210,000	00	
Capital stock authorized by votes of company, . . . . .	210,000	00	
Capital stock issued and outstanding, . . . . .			\$210,000 00
Number of shares issued and outstanding, . . . . .	2,100		
Number of stockholders, . . . . .	39		
Number of stockholders in Massachusetts, . . . . .	13		
Amount of stock held in Massachusetts, . . . . .	\$100,500	00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Jan. 1, 1918,	\$165,000 00	\$8,250 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,919,206
Number carried per mile of main railway track operated,	90,576
Number of round trips run, . . . . .	19,711
Number of car miles run, . . . . .	465,264
Average number of persons employed, . . . . .	54

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	11
Open passenger cars equipped for electric power, . . . .	15
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>26</b>
Number of cars equipped with fenders, . . . . .	26
Number of cars equipped with heaters (electric), . . . .	10
Snow ploughs (electric), . . . . .	3
Other highway vehicles: 1 open buggy, 1 trolley wagon, 1 express wagon, . . . . .	3
Electric motors, . . . . .	50
Horses, . . . . .	1
Harnesses (single), . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	21.164	.025	21.189
Length of sidings, switches, etc., . . . . .	.231	-	.231
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . .</b>	<b>21.395</b>	<b>.025</b>	<b>21.420</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.928 miles.
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System of electric motive power in use by the company: single trolley, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Holliston, Ashland, Framingham, Medway and Bellingham.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New England Railroad, Milford, . . . . .	1	1
With Boston & Albany Railroad, Hollis Street, South Framingham,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	4	-	1	-	5
Employees, . . . . .	-	1	-	1	-	2
Other persons, . . . . .	-	6	-	1	-	7
TOTALS, . . . . .	-	11	-	3	-	14

## STATEMENT OF EACH ACCIDENT.

*April 14, 1899.* — Lady boarded car after it had started, slightly injuring wrist.

*June 13.* — Employee struck tree while riding on running-board, injuring shoulder.

*June 23.* — Conductor's hand caught in trolley rope, breaking thumb.

*July 22.* — Lady on bicycle collided with car, breaking arm.

*August 7.* — Car collided with team, throwing out and slightly injuring driver of team and two passengers on the car.

*August 13.* — Car collided with team, and one passenger slightly injured.

*September 4.* — Lady struck on the head by brake; slight injury.

*September 14.* — Car collided with team, slightly shaking up occupants.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY CO.,  
MILFORD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. J. H. Cunningham, *Vice-President*, Boston, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Andrew F. Mars, *Superintendent*, Milford, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. George A. Butman, Malden, Mass.  
Israel A. Kelsey, West Haven, Conn. Ewen R. McPherson, Cambridge, Mass.  
John H. Cunningham, Boston, Mass. Sydney Harwood, Boston, Mass.  
Phineas W. Sprague, Malden, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,  
GEO. A. BUTMAN,  
ISRAEL A. KELSEY,  
SYDNEY HARWOOD,  
*Directors.*  
GEO. A. BUTMAN,  
*Treasurer.*  
ANDREW F. MARS,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 7, 1899. Then personally appeared the above-named W. B. Ferguson, George A. Butman, Israel A. Kelsey and Sydney Harwood, directors, and George A. Butman, treasurer, and Andrew F. Mars, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN C. LYNCH,  
*Justice of the Peace.*

## REPORT

OF THE

## MT. TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Holyoke.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$6,000 00
Income from other sources : interest on loan, . . . . .	27 27
GROSS INCOME, . . . . .	\$6,027 27
Dividends declared (6 per cent), . . . . .	6,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$27 27
Amount of surplus September 30, 1898, . . . . .	549 41
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$576 68
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway :	
TOTAL COST OF RAILWAY OWNED, . . . . .	\$58,216 46
Cost of equipment :	
TOTAL COST OF EQUIPMENT OWNED, . . . . .	4,900 00
Cost of land and buildings :	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	36,883 54
TOTAL PERMANENT INVESTMENTS, . . . . .	\$100,000 00
Cash and current assets : cash, . . . . .	576 68
TOTAL, . . . . .	\$100,576 68
LIABILITIES.	CR.
Capital stock, . . . . .	\$100,000 00
Profit and Loss balance (surplus), . . . . .	576 68
TOTAL, . . . . .	\$100,576 68

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	90	
Number of stockholders in Massachusetts, . . . . .	81	
Amount of stock held in Massachusetts, . . . . .	\$90,000 00	

## RAILWAY OWNED.

Length of railway line, . . . . .	.900 miles.
Length of sidings, switches, etc., . . . . .	.100 "
Total, computed as single track, . . . . .	1.000 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.900 miles.
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Names of the several cities and towns in which the railway owned by the company is located: Northampton.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MT. TOM RAILROAD COMPANY,

HOLYOKE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Robert B. Johnson, Holyoke, Mass.  
Henry O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass.  
George S. Graves, New York City.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,  
H. O. HASTINGS,  
ROBERT B. JOHNSON,  
FREDERICK HARRIS,  
*Directors.*  
WILLIAM R. HILL,  
*Treasurer.*



## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 18, 1899. Then personally appeared the within-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. S. LOOMIS,  
*Notary Public.*

---

## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 19, 1899. Then personally appeared the above-named Wm. S. Loomis, H. O. Hastings, Robert B. Johnson and Frederick Harris, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,  
*Justice of the Peace.*

# REPORT

## OF THE

### MYSTIC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$33,929 23
Operating expenses, . . . . .	23,879 88
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$10,049 35
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$2,250 00
Interest and discount on unfunded debts and loans, . . . . .	2,199 83
Taxes:	
State and local, . . . . .	\$985 46
Commutation, . . . . .	675 57
	1,661 03
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	6,110 86
Surplus for the year ending September 30, 1899, . . . . .	\$3,938 49
Amount of surplus September 30, 1898, . . . . .	1,564 95
Credits to profit and loss account during the year: premium on bonds, . . . . .	365 50
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$5,868 94
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$33,798 45
Receipts from tolls for use of tracks by other companies, . . . . .	97 46
Receipts from advertising in cars, . . . . .	33 32
GROSS EARNINGS FROM OPERATION, . . . . .	\$33,929 23
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,680 73
General office expenses and supplies, . . . . .	162 07
Insurance, . . . . .	1,328 83
Other general expenses: making blue prints of and measuring track, American Street Railway Association expense, Commonwealth report, etc., . . . . .	686 12

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$1,186 58
Repair of electric line construction, . . . . .	330 38
Removal of snow and ice, . . . . .	1,552 94
Repair of buildings, . . . . .	13 18
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,131 19
Repair of electric equipment of cars, . . . . .	89 79
Transportation expenses :	
Cost of electric motive power, . . . . .	6,321 91
Wages and compensation of persons employed in conducting transportation, . . . . .	9,021 71
Damages for injuries to persons and property, . . . . .	223 16
Other transportation expenses : oil, waste, printing time tables, etc., . . . . .	151 29
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$23,879 88</b>

## PROPERTY ACCOUNTS.

Additions to railway :		
Extension of tracks of the Arlington & Winchester Street Railway, . . . . .	\$62,289 22	
Reconstruction to connect with above tracks, . . . . .	4,305 22	
Other additions to railway :		
Legal and engineering expense, . . . . .	375 07	
Overhead line of the Arlington & Winchester Street Railway, . . . . .	17,289 07	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$84,258 58</b>
Additions to equipment :		
Additional cars (4 in number), Arlington & Winchester, . . . . .	\$4,891 00	
Electric equipment of above, . . . . .	4,853 75	
Other additions to equipment : snow plough, heaters, etc., Arlington & Winchester, . . . . .	1,505 04	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>11,249 79</b>
Additions to land and buildings :		
Additional land necessary for operation of railway, . . . . .	\$500 00	
Additional equipment of Arlington & Winchester Street Railway power stations, . . . . .	5,501 52	
Other new buildings necessary for operation of railway, . . . . .	46 06	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>6,047 58</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$101,555 95</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

	ASSETS.	DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$109,600 77	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	29,006 29	
Engineering and other expenses incident to construction, . . . . .	3,031 12	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$141,638 18</b>

Cost of equipment:			
Cars and other rolling stock and vehicles, . . . . .	\$8,315 85		
Electric equipment of same, . . . . .	7,808 05		
Other items of equipment, . . . . .	2,522 41		
TOTAL COST OF EQUIPMENT OWNED, . . . . .			\$18,646 31
Cost of land and buildings:			
Land necessary for operation of railway, . . . . .	\$500 00		
Buildings necessary for operation of railway, . . . . .	5,547 58		
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			6,047 58
TOTAL PERMANENT INVESTMENTS, . . . . .			\$166,332 07
Cash and current assets:			
Cash, . . . . .	\$5,701 73		
Bills and accounts receivable, . . . . .	1,466 43		
Other cash and current assets:			
Prepaid tax, . . . . .	299 82		
Prepaid insurance, . . . . .	1,184 10		
TOTAL CASH AND CURRENT ASSETS, . . . . .			8,652 08
TOTAL, . . . . .			\$174,984 15
LIABILITIES.		Cr.	
Capital stock, . . . . .			\$90,000 00
Funded debt, . . . . .			60,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$15,000 00		
Audited vouchers and accounts, . . . . .	2,689 64		
TOTAL CURRENT LIABILITIES, . . . . .			17,689 64
Accrued liabilities:			
Interest accrued and not yet due, . . . . .	\$750 00		
Taxes accrued and not yet due, . . . . .	675 57		
TOTAL ACCRUED LIABILITIES, . . . . .			1,425 57
Profit and Loss balance (surplus), . . . . .			5,868 94
TOTAL, . . . . .			\$174,984 15
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$90,000 00		
Capital stock authorized by votes of company, . . . . .	90,000 00		
Capital stock issued and outstanding, . . . . .			\$90,000 00
Number of shares issued and outstanding, . . . . .	9,000		
Number of stockholders, . . . . .	17		
Number of stockholders in Massachusetts, . . . . .	17		
Amount of stock held in Massachusetts, . . . . .	\$90,000 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds, . . . . .	5	Jan. 1, 1919, . . . . .	\$60,000 00	\$2,250 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	673,571
Number carried per mile of main railway track operated, .	106,628
Number of round trips run, . . . . .	12,689
Number of car miles run, . . . . .	158,618
Average number of persons employed, . . . . .	21

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	7
Number of all above cars with 8 wheels, . . . . .	1
Number of cars equipped with fenders, . . . . .	7
Number of cars equipped with heaters (electric), . . .	4
Snow ploughs (electric), . . . . .	2
Electric motors, . . . . .	14

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.317 miles.
Length of sidings, switches, etc., . . . . .	.215 "
Total, computed as single track, . . . . .	6.532 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Stoneham, Winchester and Arlington.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston & Maine Railroad, Winchester Square, Winchester, .	4	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	2	-	3
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	5	-	5
TOTALS, . . . . .	-	1	-	7	-	8

## STATEMENT OF EACH ACCIDENT.

*May 10, 1899.* — Man jumped from moving car; shoulder injured.

*July 11.* — Woman fell in alighting from moving car; shaken up.

*August 4.* — Car collided with team; five occupants thrown out and bruised.

*September 22.* — Car left rail; woman thrown across car; bruised and shaken up.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

MYSTIC VALLEY STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Elwin C. Foster, *Vice-President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. William A. Tucker, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,

*Directors.*

CHARLES WILLIAMS,

*Treasurer.*



## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

## REPORT

OF THE

## NATICK &amp; COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$64,371 21
Operating expenses, . . . . .	50,608 43
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$13,762 78
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans, . . . . .	\$1,875 77
Taxes, . . . . .	2,371 56
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	4,247 33
NET DIVISIBLE INCOME, . . . . .	\$9,515 45
Dividends declared (8 per cent), . . . . .	8,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$1,515 45
Amount of surplus September 30, 1898, . . . . .	9,710 56
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$11,226 01
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$64,164 21
Receipts from rentals of buildings and other property, . . . . .	57 00
Receipts from advertising in cars, . . . . .	150 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$64,371 21
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,976 50
General office expenses and supplies, . . . . .	810 77
Legal expenses, . . . . .	1,150 08
Insurance, . . . . .	338 56
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	6,806 19
Removal of snow and ice, . . . . .	626 34
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	7,712 90
Repair of electric equipment of cars, . . . . .	4,842 38

**Transportation expenses :**

Cost of electric motive power, . . . . .	\$9,878 23
Wages and compensation of persons employed in conducting transportation, . . . . .	15,428 48
Damages for injuries to persons and property, . . . . .	38 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$50,608 43</b>

**PROPERTY ACCOUNTS.****Additions to railway :**

Extension of tracks (length, 33,241 feet), . . . . .	\$40,000 00
New electric line construction (length, 33,241 feet), . . . . .	9,800 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$49,800 00</b>

**GENERAL BALANCE SHEET SEPTEMBER 30, 1899.****ASSETS.****Dr.****Cost of railway :**

Roadway and tracks, . . . . .	\$110,610 80
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	24,957 25
Engineering and other expenses incident to construction, . . . . .	675 00

**TOTAL COST OF RAILWAY OWNED, . . . . .** \$136,243 05

**Cost of equipment :**

Cars and other rolling stock and vehicles, . . . . .	\$14,000 00
Electric equipment of same, . . . . .	15,935 18
Horses, . . . . .	30 46

**TOTAL COST OF EQUIPMENT OWNED, . . . . .** 29,965 64

**Cost of land and buildings :**

Land necessary for operation of railway, . . . . .	\$2,970 00
Buildings necessary for operation of railway, . . . . .	6,720 00

**TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .** 9,690 00

**TOTAL PERMANENT INVESTMENTS, . . . . .** \$175,898 69

**Cash and current assets: cash, . . . . .** 1,184 64

**TOTAL, . . . . .** \$177,083 33

**LIABILITIES.****Cr.**

**Capital stock, . . . . .** \$100,000 00

**Current liabilities :**

Loans and notes payable, . . . . .	\$65,000 00
Audited vouchers and accounts (unredeemed tickets), . . . . .	157 32

**TOTAL CURRENT LIABILITIES, . . . . .** 65,157 32

**Accrued liabilities: interest accrued and not yet due, . . . . .** 700 00

**Profit and Loss balance (surplus), . . . . .** 11,226 01

**TOTAL, . . . . .** \$177,083 33

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	96	
Number of stockholders in Massachusetts, . . . . .	95	
Amount of stock held in Massachusetts, . . . . .	\$99,900 00	

VOLUME OF TRAFFIC, ETC.		
Number of passengers paying revenue carried during the year, . . . . .		1,277,893
Number carried per mile of main railway track operated, . . . . .		74,950
Number of round trips run, . . . . .		29,771
Number of car miles run, . . . . .		297,710
Average number of persons employed, . . . . .		35

DESCRIPTION OF EQUIPMENT.		
Box passenger cars equipped for electric power, . . . . .		9
Open passenger cars equipped for electric power, . . . . .		12
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		21
Construction, repair and other work cars, . . . . .		1
Number of all above cars with 4 wheels, . . . . .		16
Number of all above cars with 8 wheels, . . . . .		5
Number of cars equipped with fenders, . . . . .		21
Number of cars equipped with heaters (electric), . . . . .		9
Snow ploughs (electric), . . . . .		3
Electric motors, . . . . .		39
Horses, . . . . .		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).		
Length of railway line, . . . . .		17.050 miles.
Length of sidings, switches, etc., . . . . .		.950 "
Total, computed as single track, . . . . .		18.000 "

System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Wayland, Wellesley, Framingham and Needham.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, at Central Street, Wellesley (side track),	1	1
With Boston & Albany Railroad, at Washington Street, Wellesley (side track), . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	2	2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	-	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	1	-	2	-	3

## STATEMENT OF EACH ACCIDENT.

July 3, 1899. — Car struck team standing on track; one man slightly injured and one man badly injured.

September 17. — Car collided with car of the Wellesley & Boston Street Railway Company; woman slightly bruised.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,

NATICK, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Robert W. Harwood, *Treasurer*, Natick, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass. P. H. Cooney, *General Counsel*, Natick, Mass. Frank P. Quackenbush, *Superintendent*, Natick, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harrison Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. Charles A. Pooke, Natick, Mass. Stephen W. Holmes, Natick, Mass. Robert W. Harwood, Natick, Mass. Oliver A. Felch, North Natick, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRISON HARWOOD,  
CHARLES A. POOKE,  
OLIVER A. FELCH,  
FRANK H. HAYES,  
ROBERT W. HARWOOD,

*Directors.*

ROBERT W. HARWOOD,

*Treasurer.*

FRANK P. QUACKENBUSH,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. NATICK, Oct. 30, 1899. Then personally appeared the above-named Harrison Harwood, Charles A. Pooke, Oliver A. Felch, Frank H. Hayes, Robert W. Harwood and Frank P. Quackenbush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN W. HOLMES,  
*Justice of the Peace.*



## REPORT

OF THE

## NEEDHAM &amp; BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation July 1, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$2,833 05
Operating expenses, . . . . .	2,592 05
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$241 00
Charges upon income accrued during the year :	
Taxes :	
State and local, . . . . .	\$61 73
Commutation, . . . . .	28 19
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	89 92
Surplus for the year ending September 30, 1899, . . . . .	\$151 08
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$2,830 05
Other earnings from operation : sale of old material, . . . . .	3 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$2,833 05
EXPENSES OF OPERATION.	
General expenses :	
General office expenses and supplies, . . . . .	\$58 60
Insurance, . . . . .	347 00
Maintenance of roadway and buildings : repair of roadbed and track, . . . . .	39 40
Transportation expenses :	
Cost of electric motive power, . . . . .	1,069 12
Wages and compensation of persons employed in conducting transportation, . . . . .	1,039 68
Other transportation expenses : printing and advertising, . . . . .	38 25
TOTAL OPERATING EXPENSES, . . . . .	\$2,592 05

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$42,667	68
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	9,092	58
Interest accrued during construction of rail- way, . . . . .	1,068	54
Engineering and other expenses incident to construction, . . . . .	3,219	29
TOTAL COST OF RAILWAY OWNED, . . . . .		\$56,048 09
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .		13,358 16
Cost of land and buildings: land necessary for operation of railway, . . . . .		760 75
TOTAL PERMANENT INVESTMENTS, . . . . .		\$70,167 00
Cash and current assets :		
Cash, . . . . .	\$510	27
Other cash and current assets: prepaid taxes, insurance, etc., . . . . .	887	28
TOTAL CASH AND CURRENT ASSETS, . . . . .		1,397 55
TOTAL, . . . . .		\$71,564 55
LIABILITIES.		CR.
Capital stock, . . . . .		\$10,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$60,245	15
Audited vouchers and accounts, . . . . .	1,168	32
TOTAL CURRENT LIABILITIES, . . . . .		61,413 47
Profit and Loss balance (surplus), . . . . .		151 08
TOTAL, . . . . .		\$71,564 55

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$10,000	00	
Capital stock authorized by votes of company, . . . . .	10,000	00	
Capital stock issued and outstanding, . . . . .			\$10,000 00
Number of shares issued and outstanding, . . . . .		100	
Number of stockholders, . . . . .		11	
Number of stockholders in Massachusetts, . . . . .		11	
Amount of stock held in Massachusetts, . . . . .	\$10,000	00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	57,568
Number carried per mile of main railway track operated, . . . . .	15,082
Number of round trips run, . . . . .	666
Number of car miles run, . . . . .	26,663
Average number of persons employed, . . . . .	10
Company commenced operation July 1, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	4
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>7</b>
Number of cars equipped with fenders, . . .	7
Number of cars equipped with heaters (electric), . . .	7
Electric motors, . . .	14

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	3.817 miles.
Length of sidings, switches, etc., . . .	.153 "
Total, computed as single track, . . .	3.970 "

System of electric motive power in use by the company: overhead trolley;  
General Electric Company.

Names of the several cities and towns in which the railways operated by the  
company are located: Needham and Boston.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	2	-	2
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	-	-	-
<b>TOTALS, . . .</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>

## STATEMENT OF EACH ACCIDENT.

July 15, 1899. — Man got off moving car and fell.

September 3. — Man got off moving car and fell.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEEDHAM & BOSTON STREET RAILWAY COMPANY,  
QUINCY, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass.  
Philip L. Saltonstall, Milton, Mass. Eugene M. Foss, Jamaica Plain, Mass.  
Charles F. Adams, 2d, Quincy, Mass. John R. Graham, Quincy, Mass.  
Fred'k H. Smith, Quincy, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,  
P. F. SULLIVAN,  
J. H. GOODSPEED,  
PHILIP L. SALTONSTALL,  
FRED'K H. SMITH,

*Directors.*

ALONZO F. WALTER,

*Treasurer.*

GEO. W. ROUNDS,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 1, 1899. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Philip L. Saltonstall and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

*Justice of the Peace.*

# REPORT

## OF THE

### NEW BEDFORD, MIDDLEBOROUGH & BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation June 16, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$12,615 60
Operating expenses, . . . . .	8,201 74
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$4,413 86
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,732 16
Taxes, . . . . .	2,564 25
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	4,296 41
Surplus for the year ending September 30, 1899, . . .	\$117 45
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$12,435 60
Receipts from advertising in cars, . . . . .	180 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$12,615 60
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$340 96
General office expenses and supplies, . . . . .	102 60
Insurance, . . . . .	1,233 96
Other general expenses, . . . . .	537 06
Maintenance of roadway and buildings: repair of roadbed and track, . . . . .	11 40
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	41 77
Repair of electric equipment of cars, . . . . .	40 88
Transportation expenses:	
Cost of electric motive power, . . . . .	2,461 78
Wages and compensation of persons employed in conducting transportation, . . . . .	2,331 38

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Transportation expenses — *Concluded.*

Damages for injuries to persons and property, . . . .	\$50 00
Tolls for trackage over other railways, . . . .	841 68
Other transportation expenses: oil, cotton waste, grease, etc., . . . . .	208 27
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$8,201 74</b>

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## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	Dr.
Cost of railway: roadway and tracks (paid on account of construction), . . . . .	\$477,526 40
Cost of land and buildings: land necessary for operation of railway, . . . . .	3,785 00
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$481,311 40</b>
Cash and current assets:	
Cash, . . . . .	\$195,019 69
Other cash and current assets:	
Prepaid insurance, . . . . .	4,266 04
Prepaid interest, . . . . .	3,175 00
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>202,460 73</b>
<b>TOTAL, . . . . .</b>	<b>\$683,772 13</b>

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LIABILITIES.	Cr.
Capital stock (amount paid in), . . . . .	\$326,575 00
Current liabilities:	
Loans and notes payable, . . . . .	\$351,959 23
Audited vouchers and accounts, . . . . .	2,556 20
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	<b>354,515 43</b>
Accrued liabilities: taxes accrued and not yet due, . . . .	2,564 25
Profit and Loss balance (surplus), . . . . .	117 45
<b>TOTAL, . . . . .</b>	<b>\$683,772 13</b>

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## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$350,000 00	
Capital stock authorized by votes of company, . . . . .	350,000 00	
Amount paid in on 3,266 shares not yet issued, . . . . .		\$326,575 00
Number of stockholders, . . . . .	44	
Number of stockholders in Massachusetts, . . . . .	43	
Amount of stock held in Massachusetts, . . . . .	\$321,575 00	

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## VOLUME OF TRAFFIC, ETC.

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Number of passengers paying revenue carried during the year, . . . . .	246,015
Number carried per mile of railway track operated, . . . . .	8,048
Number of round trips run, . . . . .	5,371
Number of car miles run, . . . . .	57,397
Average number of persons employed, . . . . .	34
Company commenced operation June 16, 1899.	

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## DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power, . . .	20
TOTAL PASSENGER CARS OF ALL KINDS, . . .	20
Number of all above cars with 8 wheels, . . .	20
Number of cars equipped with fenders, . . .	20
Electric motors, . . .	92

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . .	26.720	3.850	30.570
Length of sidings, switches, etc., . . .	1.363	-	1.363
TOTAL, COMPUTED AS SINGLE TRACK, . . .	28.083	3.850	31.933

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Bridgewater, Middleborough, Lakeville, Free-town, New Bedford and Taunton.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	1	-	1	-	2
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	1	-	1	-
TOTALS, . . .	-	1	1	1	1	2

## STATEMENT OF EACH ACCIDENT.

Sept. 10, 1899. — Passenger caught foot between the running-boards, when passing another car, slightly bruising it.

September 14. — Passenger struck on head by brake handle; slight injury.

September 21. — Intoxicated man, lying on track at night, struck by car and instantly killed.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW BEDFORD, MIDDLEBOROUGH & BROCKTON STREET  
RAILWAY COMPANY,  
BRIDGEWATER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William M. Butler, *President*, Tremont Building, Boston, Mass. John J. Whipple, *Vice-President*, 52 Boylston Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Bridgewater, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Rufus A. Soule, New Bedford, Mass. Abbot P. Smith, New Bedford, Mass. John J. Whipple, Brockton, Mass. Augustus M. Bearse, Middleborough, Mass. Alfred B. Williams, Taunton, Mass. Fred C. Hinds, Newton, Mass. Chas. H. Wilson, Boston, Mass. Wm. Jones, Brockton, Mass. Wm. M. Butler, Boston, Mass. Bertram D. Sumner, Newton Centre, Mass. George A. Butman, Malden, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM M. BUTLER,  
GEO. A. BUTMAN,  
FRED C. HINDS,  
CHARLES H. WILSON,  
JOHN J. WHIPPLE,  
BERTRAM D. SUMNER,  
*Directors.*  
GEO. A. BUTMAN,  
*Treasurer.*  
A. C. RALPH,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 11, 1899. Then personally appeared the above-named William M. Butler, Geo. A. Butman, Fred C. Hinds, Charles H. Wilson, John J. Whipple, Bertram D. Sumner and A. C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,  
*Justice of the Peace.*

# REPORT

## OF THE

### NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$105,616 79
Operating expenses, . . . . .	72,653 82
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$32,962 97
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$6,750 00
Interest and discount on unfunded debts and loans, . . . . .	6,018 47
Taxes, . . . . .	3,390 97
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	16,159 44
NET DIVISIBLE INCOME, . . . . .	\$16,803 53
Dividends declared (8 per cent on \$210,000), . . . .	16,800 00
Surplus for the year ending September 30, 1899, . . .	\$3 53
Amount of surplus September 30, 1898, . . . . .	21,154 32
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$21,157 85
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$100,652 93
Receipts from carriage of express and parcels, . . . .	36 00
Receipts from tolls for use of tracks by other companies, .	3,397 51
Receipts from rentals of buildings and other property, .	694 50
Receipts from advertising in cars, . . . . .	625 04
Receipts from interest on deposits, . . . . .	78 49
Other earnings from operation: old iron, copper, etc., .	132 32
GROSS EARNINGS FROM OPERATION, . . . . .	\$105,616 79
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$6,050 60
General office expenses and supplies, . . . . .	790 76
Legal expenses, . . . . .	250 00
Insurance, . . . . .	609 10
Other general expenses: miscellaneous expense, engineering, plans, music and public celebrations, etc., . .	2,155 43

<b>Maintenance of roadway and buildings:</b>	
Repair of roadbed and track, . . . . .	\$2,339 18
Repair of electric line construction, . . . . .	1,240 06
Removal of snow and ice, . . . . .	3,561 14
Repair of buildings, . . . . .	209 43
<b>Maintenance of equipment:</b>	
Repair of cars and other vehicles, . . . . .	3,659 97
Repair of electric equipment of cars, . . . . .	3,060 28
Power station equipment, . . . . .	158 75
<b>Transportation expenses:</b>	
Cost of electric motive power, \$13,135.75; less power sold, \$1,303.24; net, . . . . .	11,832 51
Provender for horses, . . . . .	281 87
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	27,975 89
Damages for injuries to persons and property, accident fund, . . . . .	5,298 48
Tolls for trackage over other railways, . . . . .	2,765 21
Oil, grease, fuel and lamps, . . . . .	415 16
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$72,653 82</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway:</b>	
Extension of tracks, . . . . .	\$13,790 78
New electric line construction, . . . . .	918 62
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>*\$14,709 40</b>
<b>Additions to equipment: additional cars (3 in number), in- cluding equipment of same, . . . . .</b>	
	7,955 32
<b>Additions to land and buildings: additional land necessary for operation of railway, . . . . .</b>	
	6,000 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$28,664 72</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): credited from contractor of Bemis line, . . . . .</b>	
	179 90
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,</b>	<b>\$28,484 82</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
<b>Cost of railway:</b>	
Roadway and tracks, . . . . .	\$230,317 92
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	45,465 04
Interest accrued during construction of rail- way, . . . . .	2,766 18
Engineering and other expenses incident to construction, . . . . .	14,677 20
Other items of railway cost: purchase of Waltham & Newton, . . . . .	45,582 56
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$338,808 90</b>

\* For unfinished work of last year.

<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$70,208 60	
Electric equipment of same, . . . . .	31,763 73	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>\$101,972 83</b>
<b>Cost of land and buildings: land necessary for operation of railway, . . . . .</b>		<b>37,509 85</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$1478,291 08</b>
<b>Cash and current assets: cash, . . . . .</b>		<b>2,816 77</b>
<b>TOTAL, . . . . .</b>		<b>\$481,107 85</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, common, . . . . .		\$210,000 00
Amount paid in on new stock not yet issued, . . . . .		99,950 00
<b>TOTAL CAPITAL STOCK, . . . . .</b>		<b>\$309,950 00</b>
Funded debt, . . . . .		135,000 00
Current liabilities: loans and notes payable, . . . . .		15,000 00
Profit and Loss balance (surplus), . . . . .		21,157 85
<b>TOTAL, . . . . .</b>		<b>\$481,107 85</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$315,000 00	
Capital stock authorized by votes of company, . . . . .	315,000 00	
Capital stock issued and outstanding, . . . . .		\$210,000 00
Amount paid in on 1,050 shares not yet issued, . . . . .		99,950 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . . . .</b>		<b>\$309,950 00</b>
Number of shares issued and outstanding, . . . . .	2,100	
Number of stockholders, . . . . .	81	
Number of stockholders in Massachusetts, . . . . .	79	
Amount of stock held in Massachusetts, . . . . .	\$208,300 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	5	1912, . . .	\$135,000 00	\$6,750 00

## SINKING AND OTHER SPECIAL FUNDS.

Total accident fund, September 30, 1899, . . . . .	\$593 29
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## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,095,701
Number carried per mile of main railway track operated, .	132,757
Number of round trips run, . . . . .	48,512
Number of car miles run, . . . . .	478,169
Average number of persons employed, . . . . .	60

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	17
Open passenger cars equipped for electric power, . . . .	18
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>35</b>
Construction, repair and other work cars, . . . . .	2
Number of all above cars with 8 wheels, . . . . .	4
Number of cars equipped with fenders, . . . . .	35
Number of cars equipped with heaters (electric), . . . .	17
Snow ploughs (electric), . . . . .	3
Carts and snow sleds, . . . . .	1
Other highway vehicles: 3 snow levellers, 1 tower wagon, 1 heavy wagon, 1 express wagon, 1 democrat wagon, 1 pung, . . . . .	8
Electric motors, . . . . .	40
Horses, . . . . .	2
Harnesses (double, 2; single, 3), . . . . .	5

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	13.296	2.490	15.786
Length of sidings, switches, etc., . . . . .	.568	-	.568
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . .</b>	<b>13.864</b>	<b>2.490</b>	<b>16.354</b>

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Fitchburg Railroad at Moody Street, Waltham, . . . .	3	1
With Fitchburg Railroad at Main Street, Waltham, . . . .	2	1
With Fitchburg Railroad at River Street, Waltham, . . . .	2	1
<b>TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . .</b>	<b>7</b>	<b>3</b>



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	4	-	4
TOTALS, . . . . .	-	1	-	5	-	6

## STATEMENT OF EACH ACCIDENT.

*Nov. 23, 1898.* — Man fell off moving car; injuries slight.

*March 26, 1899.* — Horse frightened by plough; woman thrown from team and somewhat injured.

*March 31.* — Accident to lady on Elm Street, West Newton; injuries slight.

*May 18.* — Collision of car and wagon at Newton; driver thrown out and somewhat injured.

*July 21.* — Accident to bicyclist; injuries slight.

*August 14.* — Conductor struck by trolley; somewhat injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

WEST NEWTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Winthrop Coffin, *President*, 60 State Street, Boston, Mass. Ephraim Stearns, *Vice-President*, 87 Lincoln Street, Boston, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. Geo. W. Morse, *Clerk of Corporation*, 28 State Street, Boston, Mass. Morse & Lane, *General Counsel*, 28 State Street, Boston, Mass. Francis G. L. Henderson, *Superintendent*, West Newton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Winthrop Coffin, Brookline, Mass. Charles W. Smith, Boston, Mass. Geo. W. Morse, Newtonville, Mass. Ephraim Stearns, Waltham, Mass. Thomas P. Smith, Waltham, Mass. Sydney Harwood, Newton, Mass. Samuel Farquhar, Newton, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. W. SMITH,  
SAMUEL FARQUHAR,  
SYDNEY HARWOOD,  
WINTHROP COFFIN,  
GEO. W. MORSE,  
EPHRAIM STEARNS,  
THOMAS P. SMITH,  
ALDEN E. VILES,

*Directors.*

CHAS. W. SMITH,

*Treasurer.*

F. G. L. HENDERSON,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1899. Then personally appeared the above-named Chas. W. Smith, Samuel Farquhar, Sydney Harwood, Winthrop Coffin, Geo. W. Morse, Ephraim Stearns, Thos. P. Smith, Alden E. Viles and F. G. L. Henderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MELVIN M. JOHNSON,

*Justice of the Peace.*

# REPORT

## OF THE

### NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$73,664 18
Operating expenses, . . . . .	60,289 03
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$13,375 15
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$6,250 00
Interest and discount on unfunded debts and loans, . . . . .	4,124 23
Taxes, . . . . .	2,109 54
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	12,483 77
NET DIVISIBLE INCOME, . . . . .	\$891 38
Dividends declared ( $3\frac{1}{2}$ per cent), . . . . .	7,500 00
Deficit for the year ending September 30, 1899, . . . . .	\$6,608 62
Amount of surplus September 30, 1898, . . . . .	5,972 90
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$635 72
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$71,586 71
Receipts from carriage of mails, . . . . .	163 72
Receipts from rentals of buildings and other property, . . . . .	595 37
Receipts from advertising in cars, . . . . .	389 50
Receipts from interest on deposits, . . . . .	61 59
Other earnings from operation :	
Sale of old material, advertising on transfers, etc., . . . . .	178 75
Power sold in excess of cost, not including interest on plant or depreciation, . . . . .	688 54
GROSS EARNINGS FROM OPERATION, . . . . .	\$73,664 18
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$4,737 57
General office expenses and supplies, . . . . .	1,590 65
Legal expenses, . . . . .	525 00
Insurance, . . . . .	1,701 74
Other general expenses : miscellaneous expenses, . . . . .	799 52

<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	\$2,109 98
Repair of electric line construction, . . . . .	426 66
Removal of snow and ice, . . . . .	2,737 55
Repair of buildings, . . . . .	156 74
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	1,850 62
Repair of electric equipment of cars, . . . . .	1,846 53
Renewal of horses, harnesses, shoeing, etc., . . . . .	62 60
<b>Transportation expenses :</b>	
Provender for horses, . . . . .	372 56
Wages and compensation of persons employed in conducting transportation, . . . . .	26,452 42
Damages for injuries to persons and property, . . . . .	7,160 98
Tolls for trackage over other railways, . . . . .	7,372 44
Other transportation expenses : oil, grease and waste, . . . . .	385 47
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$60,289 03</b>

#### PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Extension of tracks (length, 292 feet), . . . . .	\$1,739 58
New electric line construction (length, 292 feet, and 15,840 feet new feed line), . . . . .	6,076 28
Other additions to railway : engineering, etc., . . . . .	8 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$7,823 86</b>
<b>Additions to equipment :</b>	
Additional cars (3 in number), . . . . .	\$5,888 61
Electric equipment of same and other new motors, . . . . .	13,677 40
Other additions to equipment : office furniture, . . . . .	6 00
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>19,572 01</b>
<b>Additions to land and buildings :</b>	
Additional equipment of power stations, . . . . .	\$3,040 12
New buildings necessary for operation of railway, . . . . .	37 43
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>3,077 55</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$30,473 42</b>

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$144,279 98	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	38,456 22	
Interest accrued during construction of railway, . . . . .	1,056 40	
Engineering and other expenses incident to construction, . . . . .	3,923 64	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$187,716 24</b>

## Cost of equipment:

Cars and other rolling stock and vehicles, . . . . .	\$36,762 15
Electric equipment of same, . . . . .	59,327 24
Horses, . . . . .	225 00
Other items of equipment: office furniture, safe, etc., . . . . .	352 80

TOTAL COST OF EQUIPMENT OWNED, . . . . .	\$96,667 19
--	-------------

## Cost of land and buildings:

Land necessary for operation of railway, . . . . .	\$7,500 00
Electric power stations, including equipment, . . . . .	93,222 16
Other buildings necessary for operation of railway, . . . . .	24,258 43

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	124,980 59
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TOTAL PERMANENT INVESTMENTS, . . . . .	\$409,364 02
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## Cash and current assets:

Cash, . . . . .	\$8,754 03
Bills and accounts receivable, . . . . .	4,246 23

TOTAL CASH AND CURRENT ASSETS, . . . . .	13,000 26
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Profit and Loss balance (deficit), . . . . .	635 72
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TOTAL, . . . . .	\$423,000 00
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## LIABILITIES.

CR.

Capital stock, . . . . .	\$200,000 00
Funded debt, . . . . .	125,000 00
Real estate mortgages, . . . . .	20,000 00
Current liabilities: loans and notes payable, . . . . .	78,000 00

TOTAL, . . . . .	\$423,000 00
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## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	200,000 00	
Capital stock issued and outstanding, . . . . .		\$200,000 00
Number of shares issued and outstanding, . . . . .	2,000	
Number of stockholders, . . . . .	44	
Number of stockholders in Massachusetts, . . . . .	43	
Amount of stock held in Massachusetts, . . . . .	\$198,800 00	

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Note secured by mortgage on power plant (part of the period interest was 5½ per cent), . . . . .	3½	Dec. 20, 1899,	\$20,000 00	\$1,087 50

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . .	Per Cent. 5	July 1, 1912, .	\$125,000 00	\$6,250 00

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	1,699,586
Number carried per mile of main track operated, . . . .	107,284
Number of round trips run, . . . . .	59,846
Number of car miles run, . . . . .	499,941
Average number of persons employed, . . . . .	80

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	14
Open passenger cars equipped for electric power, . . . .	12
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	26
Construction, repair and other work cars, . . . . .	2
Number of all above cars with 8 wheels, . . . . .	2
Number of cars equipped with fenders, . . . . .	26
Number of cars equipped with heaters (electric), . . . .	14
Snow ploughs (electric), . . . . .	2
Other highway vehicles: 1 tower wagon, 1 pung, 1 express wagon, 1 democrat wagon, 1 snow leveller, 1 tip cart, .	6
Electric motors, . . . . .	52
Horses, . . . . .	2
Harnesses (single), . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 9.031	Miles. 6.811	Miles. 15.842
Length of sidings, switches, etc., . . . . .	.755	.280	1.035
TOTAL, COMPUTED AS SINGLE TRACK, . . . .	9.786	7.091	16.877

System of electric motive power in use by the company: General Electric; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Watertown, Boston and Needham.



## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston & Albany Railroad, spur track for freight at North Beacon Street, . . . . .	1	1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	7	-	-	-	7
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	1	-	1	-
TOTALS, . . . . .	-	7	1	-	1	7

## STATEMENT OF EACH ACCIDENT.

Oct. 20, 1898. — Car struck four-horse team; several passengers injured; none seriously.

March 5, 1899. — A man and two women, walking on the track, met a car; all stepped from track to let the car pass; one of the women, stepping into a pool of water, stepped back against the car; she was knocked down and killed.

September 17. — Brake-rod broke on open car; car ran away down steep grade; two women were injured by jumping from the car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,  
NEWTONVILLE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass. Austin R. Mitchell, *Vice-President*, 276 State Street, Boston, Mass. James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,  
JAMES L. RICHARDS,  
JAMES W. FRENCH,  
WM. F. HAMMETT,  
AUSTIN R. MITCHELL,  
G. FRED SIMPSON,

*Directors.*

JAMES L. RICHARDS,

*Treasurer.*

LEWELLYN H. McLAIN,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 21, 1899. Then personally appeared the above-named Horace B. Parker, James L. Richards, James W. French, William F. Hammett, Austin R. Mitchell and G. Fred Simpson, and on the twenty-third inst. Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

*Justice of the Peace.*

# REPORT

## OF THE

### NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Tracks used by the Newton & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Tolls received for use of tracks, . . . . .	\$6,247 56
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$227 81
Interest and discount on unfunded debts and	
loans, . . . . .	1,857 72
Taxes, . . . . .	412 25
Other expenses and charges upon income:	
Repairs of track, . . . . .	\$289 76
Repairs of overhead lines, . . . . .	184 39
Miscellaneous, . . . . .	28 26
	502 41
 TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	 3,000 19
NET DIVISIBLE INCOME, . . . . .	\$3,247 37
Dividends declared (4 per cent), . . . . .	2,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$1,247 37
Amount of deficit September 30, 1898, . . . . .	2,690 69
 TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	 \$1,443 32

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks (tracks, \$57,017.02;	
paving, \$27,658.61), . . . . .	\$84,675 63
Electric line construction, including poles,	
wiring, feeder lines, etc., . . . . .	18,042 80
Interest accrued during construction of rail-	
way, . . . . .	51 25
Engineering and other expenses incident to	
construction, . . . . .	1,054 11
	TOTAL COST OF RAILWAY OWNED, . . . . .
	\$103,823 79
 TOTAL PERMANENT INVESTMENTS, . . . . .	 \$103,823 79

Cash and current assets : cash, . . . . .	\$1,532 89
Profit and Loss balance (deficit), . . . . .	1,443 32
<b>TOTAL, . . . . .</b>	<b>\$106,800 00</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$50,000 00
Current liabilities : loans and notes payable, . . . . .	56,800 00
<b>TOTAL, . . . . .</b>	<b>\$106,800 00</b>

<b>PROPERTY ACCOUNTS.</b>	
Additions to railway :	
Extension of tracks (length, 262 feet), . . . . .	\$16,422 99*
New electric line construction (length, 262 feet), . . . . .	6,430 98*
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$22,853 97</b>

<b>CAPITAL STOCK.</b>	
Capital stock authorized by law, . . . . .	\$50,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock issued and outstanding, . . . . .	\$50,000 00
Number of shares issued and outstanding, . . . . .	500
Number of stockholders, . . . . .	9
Number of stockholders in Massachusetts, . . . . .	9
Amount of stock held in Massachusetts, . . . . .	\$50,000 00

## RAILWAY OWNED.

Length of railway line, . . . . .	4.243 miles.
Length of sidings, switches, etc., . . . . .	.280 "
Total, computed as single track, . . . . .	4.523 "

Names of the several cities and towns in which the railway owned by the company is located : Newton, Watertown and Boston.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,  
NEWTONVILLE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.  
James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

\* Most of these amounts were paid for work done previous to September 30, 1898.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,  
G. FRED SIMPSON,  
WM. F. HAMMETT,  
AUSTIN R. MITCHELL,  
JAMES L. RICHARDS,  
JAMES W. FRENCH,  
*Directors.*  
JAMES L. RICHARDS,  
*Treasurer.*  
LEWELLYN H. McLAIN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 21, 1899. Then personally appeared the above-named Horace B. Parker, G. Fred Simpson, Wm. F. Hammett, Austin R. Mitchell, James L. Richards, James W. French, and on the twenty-third inst. Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,  
*Justice of the Peace.*

# REPORT

## OF THE

### NORFOLK CENTRAL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$38,802 60
Operating expenses, . . . . .	31,120 19
NET EARNINGS FROM OPERATION, . . . . .	\$7,682 41
Miscellaneous income: park receipts, . . . . .	7,886 49
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$15,568 90
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$3,000 00
Interest and discount on unfunded debts and loans, . . . . .	4,430 16
Taxes:	
State and local, . . . . .	\$1,295 04
Commutation, . . . . .	774 36
	2,069 40
Other deductions from income: park expenses, . . . . .	7,368 18
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	16,867 74
Deficit for the year ending September 30, 1899, . . . . .	\$1,298 84
Amount of deficit September 30, 1898, . . . . .	1,897 19
Debits to profit and loss account during the year:	
Adjustment tax account, 1898, . . . . .	\$1,128 38
Adjustment insurance, . . . . .	763 48
Adjustment sundry charges, 1898, . . . . .	326 92
TOTAL DEBITS, . . . . .	2,218 78
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$5,414 81
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$38,718 60
Receipts from advertising in cars, . . . . .	84 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$38,802 60



## EXPENSES OF OPERATION.

<b>General expenses:</b>	
Salaries of general officers and clerks, . . . . .	\$1,573 24
General office expenses and supplies, . . . . .	1,535 84
Legal expenses, . . . . .	50 00
Insurance, . . . . .	2,033 13
<b>Maintenance of roadway and buildings:</b>	
Repair of roadbed and track, . . . . .	1,479 12
Repair of electric line construction, . . . . .	364 20
Removal of snow and ice, . . . . .	2,435 22
Repair of buildings, . . . . .	49 48
<b>Maintenance of equipment:</b>	
Repair of cars and other vehicles, . . . . .	787 52
Repair of electric equipment of cars, . . . . .	1,045 13
<b>Transportation expenses:</b>	
Cost of electric motive power, . . . . .	8,002 08
Wages and compensation of persons employed in conducting transportation, . . . . .	11,093 82
Damages for injuries to persons and property, . . . . .	204 85
Rentals of buildings and other property, . . . . .	146 50
Other transportation expenses: lighting and heating cars and buildings, . . . . .	320 06
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$31,120 19</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway:</b>	
Extension of tracks (length, 1,446 feet), . . . . .	\$3,754 11
New electric line construction, . . . . .	382 95
<b>Other additions to railway:</b>	
Engineering, etc., . . . . .	324 58
Transfer from other assets: from street improvement to roadway and track, . . . . .	18,985 55
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$23,447 19</b>
<b>Additions to equipment:</b>	
Additional cars (4 in number) and electric equipment of same, . . . . .	\$9,181 08
Other additions to equipment: tools, . . . . .	25 68
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>9,206 76</b>
<b>Additions to land and buildings:</b>	
Additional land necessary for operation of railway, . . . . .	\$2 90
New buildings necessary for operation of railway, . . . . .	48 98
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>51 88</b>
<b>Additions to other permanent property: pleasure resort, . . . . .</b>	<b>15,213 46</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$47,919 29</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

DR.

<b>Cost of railway:</b>	
Roadway and tracks, . . . . .	\$101,770 91
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	39,437 34

<b>Cost of railway — <i>Concluded.</i></b>		
Interest accrued during construction of railway, . . . . .	\$1,093 01	
Engineering and other expenses incident to construction, . . . . .	7,545 20	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		\$149,846 46
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$31,574 86	
Other items of equipment: tools and office furniture, . . . . .	735 27	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		32,310 13
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$2,280 90	
Buildings necessary for operation of railway, . . . . .	6,871 45	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		9,152 35
Other permanent property: park and pleasure resort, . . . . .		32,043 08
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		\$223,352 02
<b>Cash and current assets:</b>		
Cash, . . . . .	\$28,053 97	
Bills and accounts receivable, . . . . .	701 82	
Other cash and current assets: prepaid interest, taxes and insurance, . . . . .	1,035 46	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		29,791 25
Miscellaneous assets: materials and supplies, . . . . .		1,581 27
Profit and Loss balance (deficit), . . . . .		5,414 81
<b>TOTAL, . . . . .</b>		\$260,139 35
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$99,500 00
Funded debt, . . . . .		60,000 00
<b>Current liabilities:</b>		
Loans and notes payable, . . . . .	\$95,000 00	
Audited vouchers and accounts, . . . . .	4,825 89	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		99,825 89
Accrued liabilities: interest accrued and not yet due, . . . . .		813 46
<b>TOTAL, . . . . .</b>		\$260,139 35
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$99,500 00	
Capital stock authorized by votes of company, . . . . .	99,500 00	
Capital stock issued and outstanding, . . . . .		\$99,500 00
Number of shares issued and outstanding, . . . . .	995	
Number of stockholders, . . . . .	8	
Number of stockholders in Massachusetts, . . . . .	8	
Amount of stock held in Massachusetts, . . . . .	\$99,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, 20 years, . . . .	Per Cent. 5	July 1, 1918,	\$60,000 00	\$3,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	770,375
Number carried per mile of main railway track operated, . .	116,706
Number of round trips run, . . . . .	16,951
Number of car miles run, . . . . .	195,915
Average number of persons employed, . . . . .	22

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	6
Open passenger cars equipped for electric power, . . . .	9
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	15
Number of cars equipped with fenders, . . . . .	15
Number of cars equipped with heaters (electric), . . . .	6
Snow ploughs (electric), . . . . .	2
Electric motors, . . . . .	27

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.388 miles.
Length of second main track, . . . . .	.213 "
Total length of main track, . . . . .	6.601 "
Length of sidings, switches, etc., . . . . .	.373 "
Total, computed as single track, . . . . .	6.974 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Norwood and Walpole.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	9	-	9
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	9	-	9

## STATEMENT OF EACH ACCIDENT.

July 13, 1899. — Man got off moving car and fell.

July 15. — Man got off moving car and fell.

July 18. — Man got off moving car and fell.

July 28. — Man tried to get on moving car and fell.

August 1. — Man got off moving car and fell.

August 24. — Man got off moving car and fell.

September 3. — Lady fell getting off car.

September 5. — Lady fell getting off car which was standing still.

September 5. — Lady stepped off car and fell.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK CENTRAL STREET RAILWAY COMPANY,  
QUINCY, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. Geo. W. Rounds, *Superintendent*, Roslindale, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. Patrick F. Sullivan, Lowell, Mass. E. Rollins Morse, Boston, Mass. Philip L. Saltonstall, Milton, Mass. Joseph H. Goodspeed, Boston, Mass. Gordon Abbott, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,  
P. F. SULLIVAN,  
JOSEPH H. GOODSPEED,  
PHILIP L. SALTONSTALL,  
FRED. H. SMITH,

*Directors.*

ALONZO F. WALTER,

*Treasurer.*

GEO. W. ROUNDS,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named John R. Graham, P. F. Sullivan, Joseph H. Goodspeed, Philip L. Saltonstall and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. H. SMITH,

*Justice of the Peace.*

REPORT  
OF THE  
NORFOLK SOUTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

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BOSTON, MASS., January 5, 1900.

*Board of Railroad Commissioners, 20 Beacon Street, Boston, Mass.*

GENTLEMEN:— Understanding that the officers of the Norfolk Southern Street Railway Company, of which company I was appointed receiver on November 21, 1899, have not filed their annual report with you as of September 30 of that year, I respectfully state that it appears from their books that the capital stock of that date was \$200,000, the funded debt \$125,000 and the current liabilities about \$168,000, — a total of \$493,000; with the number of miles of road owned about 21.

I regret that I am unable to give you more detailed information, but their method of book-keeping, and the fact of my entering upon the duties considerably after October 1, renders it impossible for me to give you such information as you require from the various street railway companies.

Very truly yours,

PHILIP L. SALTONSTALL,  
*Receiver.*

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## REPORT

OF THE

## NORFOLK SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$100,920 77
Operating expenses, . . . . .	71,104 53
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$29,816 24
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$3,750 00
Taxes :	
State and local, . . . . .	\$3,652 68
Commutation, . . . . .	2,261 74
	5,914 42
Other deductions from income : renewal fund, . . . . .	2,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	11,664 42
NET DIVISIBLE INCOME, . . . . .	\$18,151 82
Dividends declared (8 per cent), . . . . .	15,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$3,151 82
Amount of surplus September 30, 1898, . . . . .	14,121 57
	\$17,273 39
Debits to profit and loss account during the year : adjustment tax account, . . . . .	2,505 08
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$14,768 31
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$100,522 60
Receipts from advertising in cars, . . . . .	380 04
Receipts from interest on deposits, . . . . .	18 13
GROSS EARNINGS FROM OPERATION, . . . . .	\$100,920 77
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$3,932 24
General office expenses and supplies, . . . . .	1,537 39



General expenses — *Concluded.*

Legal expenses, . . . . .	\$459 00
Insurance, . . . . .	354 65
Other general expenses : directors' fees, travelling expenses, etc., . . . . .	265 00
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	5,286 47
Repair of electric line construction, . . . . .	838 92
Removal of snow and ice, . . . . .	2,757 51
Repair of buildings, . . . . .	374 78
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	2,893 77
Repair of electric equipment of cars, . . . . .	3,439 93
Repair and renewal of tools, . . . . .	205 13
Transportation expenses :	
Cost of electric motive power, . . . . .	16,579 53
Wages and compensation of persons employed in conducting transportation, . . . . .	26,578 23
Damages for injuries to persons and property, . . . . .	3,577 36
Rentals of buildings and other property, . . . . .	358 25
Other transportation expenses :	
Lighting and heating cars and buildings, . . . . .	316 22
Entertainments and street watering, . . . . .	1,350 15
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$71,104 53</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 3,548 feet), . . . . .	\$11,637 81
New electric line construction, . . . . .	93 24
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$11,731 05</b>
Additions to equipment :	
Additional cars (1 in number) and electric equipment of same, . . . . .	\$2,352 65
Other additions to equipment : office furniture and fixtures, . . . . .	9 80
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>2,362 45</b>
Additions to land and buildings : new buildings necessary for operation of railway, . . . . .	16 89
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$14,110 39</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway :	
Roadway and tracks, . . . . .	\$176,553 53
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	35,185 67
Engineering and other expenses incident to construction, . . . . .	3,645 39
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$215,384 59</b>

Cost of equipment:		
Electric equipment of cars, . . . . .	\$61,964 93	
Other items of equipment: office furniture and fixtures, . . . . .	9 80	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		\$61,974 73
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$3,194 73	
Buildings necessary for operation of railway, . . . . .	10,763 54	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		13,958 27
TOTAL PERMANENT INVESTMENTS, . . . . .		\$291,317 59
Cash and current assets:		
Cash, . . . . .	\$1,512 58	
Other cash and current assets: prepaid interest, insurance and taxes, . . . . .	1,198 16	
TOTAL CASH AND CURRENT ASSETS, . . . . .		2,710 74
Miscellaneous assets:		
Materials and supplies, . . . . .	\$499 43	
Other assets and property: balance due for machinery sold, payable in instalments, . . . . .	4,750 00	
TOTAL MISCELLANEOUS ASSETS, . . . . .		5,249 43
TOTAL, . . . . .		\$299,277 76
LIABILITIES.		Cr.
Capital stock, . . . . .		\$187,500 00
Funded debt, . . . . .		75,000 00
Current liabilities: audited vouchers and accounts, . . . . .		7,377 66
Accrued liabilities: interest accrued and not yet due, . . . . .		937 50
Sinking and other special funds:		
Renewal fund, . . . . .	\$7,483 72	
Insurance fund, . . . . .	3,950 00	
Sewer fund, . . . . .	2,260 57	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .		13,694 29
Profit and Loss balance (surplus), . . . . .		14,768 31
TOTAL, . . . . .		\$299,277 76
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$187,500 00	
Capital stock authorized by votes of company, . . . . .	187,500 00	
Capital stock issued and outstanding, . . . . .		\$187,500 00
Number of shares issued and outstanding, . . . . .	1,875	
Number of stockholders, . . . . .	9	
Number of stockholders in Massachusetts, . . . . .	9	
Amount of stock held in Massachusetts, . . . . .	\$187,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	July 1, 1914,	\$75,000 00	\$3,750 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of renewal fund,	\$8,000 00	
Amount, September 30, 1898, of insurance fund,	6,400 00	
Amount, September 30, 1898, of sewer fund, .	2,727 41	
<b>TOTAL, SEPTEMBER 30, 1898, . . . . .</b>		\$17,127 41
Additions during the year to renewal fund, . . . . .		2,000 00
<b>TOTAL, INCLUDING ADDITIONS, . . . . .</b>		\$19,127 41
Deductions during the year from renewal fund,	\$2,516 28	
Deductions during the year from insurance fund,	2,450 00	
Deductions during the year from sewer fund, .	466 84	
		5,433 12
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>		\$13,694 29

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,052,597
Number carried per mile of main railway track operated, .	177,622
Number of round trips run, . . . . .	39,509
Number of car miles run, . . . . .	434,607
Average number of persons employed, . . . . .	59

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	14
Open passenger cars equipped for electric power, . . . .	19
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	33
Number of cars equipped with fenders, . . . . .	33
Number of cars equipped with heaters (electric), . . . .	14
Snow ploughs (electric), . . . . .	2
1 walkaway, 1 push plough, . . . . .	2
Electric motors, . . . . .	57

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	11.489 miles.
Length of second main track, . . . . .	.067 "
Total length of main track, . . . . .	11.556 "
Length of sidings, switches, etc., . . . . .	.789 "
Total, computed as single track, . . . . .	12.345 "

System of electric motive power in use by the company: General Electric and Westinghouse; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Hyde Park and Boston.

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	22	-	22
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	3	-	3
TOTALS, . . . . .	-	-	-	25	-	25

#### STATEMENT OF EACH ACCIDENT.

Oct. 2, 1898. — Lady fell from standing car.  
 October 24. — Intoxicated man fell from car while in motion.  
 November 12. — Man fell from car while in motion.  
 November 26. — Man fell from car while in motion.  
 December 3. — Intoxicated man fell from car.  
 Jan. 19, 1899. — Man fell from car while in motion.  
 February 2. — Man fell from car while in motion.  
 April 19. — Man fell while getting on moving car.  
 May 2. — Man fell while getting off moving car.  
 May 25. — Man stepped off car while in motion and fell.  
 June 2. — Man fell while getting off car.  
 June 2. — Man fell while getting off car.  
 June 3. — Lady bicyclist lost balance and fell against car.  
 June 12. — Man fell while getting on car.  
 June 14. — Man fell while getting off car.  
 June 21. — Lady fell while getting off car.  
 June 27. — Bicyclist collided with car.  
 July 5. — Man fell in getting off car.  
 July 10. — Man fell in getting off car.  
 July 30. — Boy stealing ride jumped and fell from car.  
 August 20. — Intoxicated man fell while getting off car.  
 August 26. — Lady fell while getting off car.  
 August 26. — Lady fell while getting off car.  
 September 6. — Man fell while getting off car.  
 September 22. — Lady fell while getting off car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK SUBURBAN STREET RAILWAY COMPANY,

QUINCY, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. McAvoy, *President*, Hyde Park, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. John R. Graham, *General Manager*, Quincy, Mass. W. H. Tucker, *Superintendent*, Hyde Park, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James D. McAvoy, Hyde Park, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Eugene N. Foss, Jamaica Plain, Mass. Fred'k H. Smith, Quincy, Mass. Galen L. Stone, Brookline, Mass. John R. Graham, Quincy, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,  
P. F. SULLIVAN,  
J. H. GOODSPEED,  
GALEN L. STONE,  
FRED'K H. SMITH,  
*Directors.*

ALONZO F. WALTER,  
*Treasurer.*

WM. H. TUCKER,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Alonzo F. Walter and Galen L. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,  
*Justice of the Peace.*

# REPORT

## OF THE

### NORFOLK WESTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation May 9, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$9,842 20
Operating expenses, . . . . .	8,903 34
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$938 86
Charges upon income accrued during the year: interest on funded debt, . . . . .	833 33
Surplus for the year ending September 30, 1899, . . .	\$105 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$9,842 20
GROSS EARNINGS FROM OPERATION, . . . . .	\$9,842 20
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$200 00
General office expenses and supplies, . . . . .	210 30
Insurance, . . . . .	439 32
Other general expenses, . . . . .	142 37
Maintenance of roadway and buildings: repair of roadbed and track, . . . . .	3 05
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	121 19
Repair of electric equipment of cars, . . . . .	164 44
Transportation expenses:	
Cost of electric motive power, . . . . .	2,796 22
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	4,688 95
Damages for injuries to persons and property, . . . . .	137 50
TOTAL OPERATING EXPENSES, . . . . .	\$8,903 34



## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.	
Cost of railway:			
Roadway and tracks, . . . . .	\$153,497 11		
Interest accrued during construction of railway, . . . . .	4,906 70		
Engineering and other expenses incident to construction, . . . . .	11,881 54		
TOTAL COST OF RAILWAY OWNED, . . . . .			\$170,285 35
Cost of equipment:			
Cars and other rolling stock and vehicles, . . . . .	\$16,108 37		
Electric equipment of same, . . . . .	9,404 90		
Horses, . . . . .	632 35		
TOTAL COST OF EQUIPMENT OWNED, . . . . .			26,145 62
Cost of land and buildings:			
Land necessary for operation of railway, . . . . .	\$1,075 00		
Electric power stations, including equipment, . . . . .	17,500 00		
Other buildings necessary for operation of railway, . . . . .	30,071 07		
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .			48,646 07
TOTAL PERMANENT INVESTMENTS, . . . . .			\$245,077 04
Cash and current assets: cash, . . . . .			52,860 86
Miscellaneous assets: materials and supplies, . . . . .			487 98
TOTAL, . . . . .			\$298,425 88
LIABILITIES.		CR.	
Capital stock, . . . . .			\$100,000 00
Funded debt, . . . . .			100,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$65,000 00		
Audited vouchers and accounts, . . . . .	32,487 02		
TOTAL CURRENT LIABILITIES, . . . . .			97,487 02
Accrued liabilities: interest accrued and not yet due, . . . . .			833 33
Profit and Loss balance (surplus), . . . . .			105 53
TOTAL, . . . . .			\$298,425 88
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$100,000 00		
Capital stock authorized by votes of company, . . . . .	100,000 00		
Capital stock issued and outstanding, . . . . .			\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000		
Number of stockholders, . . . . .	35		
Number of stockholders in Massachusetts, . . . . .	35		
Amount of stock held in Massachusetts, . . . . .	\$100,000 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold coupon bonds, . . . . .	Per Cent. 5	Aug. 1, 1919, . . . . .	\$100,000 00	-

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	196,408
Number carried per mile of main railway track operated, .	21,631
Number of round trips run, . . . . .	4,966
Number of car miles run, . . . . .	89,388
Average number of persons employed, . . . . .	18
Company commenced operation May 9, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	4
Open passenger cars equipped for electric power, . . .	3
TOTAL PASSENGER CARS OF ALL KINDS, . . .	7
Construction, repair and other work cars, . . .	1
Number of cars equipped with fenders, . . .	7
Number of cars equipped with heaters (electric), . . .	4
Other railway rolling stock: car bodies, . . .	9
Carts and snow sleds, . . .	2
Other highway vehicles: tower wagon, buggy, caravan, .	3
Electric motors, . . .	12
Horses, . . .	1
Harnesses (single), . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	9 080 miles.
Length of sidings, switches, etc., . . . . .	.631 "
Total, computed as single track, . . . . .	9.711 "

System of electric motive power in use by the company: Three Phase.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Westwood, Walpole, Dover and Medfield.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	7	-	-	-	7
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	8	-	1	-	9

## STATEMENT OF EACH ACCIDENT.

July 4, 1899. — Head-on collision; no one seriously injured.

July 4. — Man struck by fender; not seriously injured.

August 22. — Tower wagon overturned; no one seriously injured.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK WESTERN STREET RAILWAY COMPANY,

WESTWOOD, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President and General Manager*, Quincy, Mass. Frederic S. Gore, *Treasurer*, 54 Kilby Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, 16 Bowdoin Avenue, Boston, Mass. Joseph J. Feely, *General Counsel*, Walpole, Mass. Edward C. Spring, *Superintendent*, Westwood, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John F. Merrill, Quincy, Mass. Wilmot W. Mitchell, Medfield, Mass. Joseph J. Feely, Walpole, Mass. James A. Fitton, 16 Bowdoin Avenue, Boston, Mass. Walter H. Grose, 376 West Fourth Street, South Boston, Mass. John E. Smith, Norwood, Mass. George W. W. Whitney, 5 Howes Street, Dorchester, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,  
WALTER H. GROSE,  
GEORGE W. W. WHITNEY,  
JAMES A. FITTON,

*Directors.*

FRED. S. GORE,

*Treasurer.*

EDW. C. SPRING,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1899. Then personally appeared the above-named John F. Merrill, Walter H. Grose, Geo. W. W. Whitney, James A. Fitton, Fred. S. Gore and Edward C. Spring, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED C. SMITH,  
*Justice of the Peace.*

# REPORT

## OF THE

### NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$103,084 17
Operating expenses, . . . . .	61,945 07
<b>GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .</b>	<b>\$41,139 10</b>
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$1,250 00
Interest and discount on unfunded debts and loans, . . . . .	1,438 77
Taxes, . . . . .	6,457 98
Other deductions from income: park expenses, . . . . .	395 68
<b>TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .</b>	<b>9,542 43</b>
<b>NET DIVISIBLE INCOME, . . . . .</b>	<b>\$31,596 67</b>
Dividends declared (8 per cent), . . . . .	24,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$7,596 67
Amount of surplus September 30, 1898, . . . . .	21,948 46
<b>TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$29,545 13</b>
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$100,051 55
Receipts from carriage of mails, . . . . .	1,599 32
Receipts from rentals of buildings and other property, . . . . .	936 00
Receipts from advertising in cars, . . . . .	389 25
Other earnings from operation: sand, . . . . .	108 05
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$103,084 17</b>
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$4,400 00
General office expenses and supplies, . . . . .	1,419 22
Insurance, . . . . .	1,174 49
Other general expenses: water rent, . . . . .	168 35

<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	\$5,341 72
Repair of electric line construction, . . . . .	953 23
Removal of snow and ice, . . . . .	2,634 33
Repair of buildings, . . . . .	403 05
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	3,608 68
Repair of electric equipment of cars, . . . . .	3,272 53
<b>Transportation expenses :</b>	
Cost of electric motive power, . . . . .	9,331 58
Provender for horses, . . . . .	198 56
Wages and compensation of persons employed in conducting transportation, . . . . .	27,488 34
Damages for injuries to persons and property, . . . . .	1,550 99
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$61,945 07</b>

#### PROPERTY ACCOUNTS.

<b>Additions to equipment :</b>	
Additional cars (1 in number), . . . . .	\$621 64
Electric equipment of same, . . . . .	350 00
Other additions to equipment : sundry equipment, . . . . .	189 43
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>\$1,161 07</b>
<b>Additions to land and buildings :</b>	
New electric power stations, including machinery, etc., . . . . .	\$1,102 83
Additional equipment of power stations, . . . . .	950 00
Other new buildings necessary for operation of railway, . . . . .	6,722 23
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>8,775 06</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$9,936 13</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :</b>	
Overhead construction, scrap metal, . . . . .	\$120 50
Power house, scrap metal, . . . . .	40 00
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>160 50</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$9,775 63</b>

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$192,054 36	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	32,772 42	
Engineering and other expenses incident to construction, . . . . .	4,802 72	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$229,629 50</b>

Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$38,942 31	
Electric equipment of same, . . . . .	36,761 97	
Horses, . . . . .	580 00	
Other items of equipment: sundry equipment, . . . . .	8,473 19	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>\$84,757 47</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$14,031 22	
Electric power stations, including equipment, . . . . .	46,700 39	
Other buildings necessary for operation of railway, . . . . .	25,922 18	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>86,653 79</b>
Other permanent property: pleasure resort, . . . . .		2,010 76
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$403,051 52</b>
Cash and current assets: cash, . . . . .		9,859 56
Miscellaneous assets: materials and supplies, . . . . .		1,634 05
<b>TOTAL, . . . . .</b>		<b>\$414,545 13</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$300,000 00
Funded debt, . . . . .		25,000 00
Current liabilities: loans and notes payable, . . . . .		60,000 00
Profit and Loss balance (surplus), . . . . .		29,545 13
<b>TOTAL, . . . . .</b>		<b>\$414,545 13</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$300,000 00	
Capital stock authorized by votes of company, . . . . .	300,000 00	
Capital stock issued and outstanding, . . . . .		\$300,000 00
Number of shares issued and outstanding, . . . . .	3,000	
Number of stockholders, . . . . .	181	
Number of stockholders in Massachusetts, . . . . .	154	
Amount of stock held in Massachusetts, . . . . .	\$268,100 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	5	April 1, 1909,	\$25,000 00	\$1,250 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	2,021,087
Number carried per mile of main railway track operated, . . . . .	118,020
Number of round trips run, . . . . .	52,961
Number of car miles run, . . . . .	522,298
Average number of persons employed, . . . . .	67



## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	14	
Open passenger cars equipped for electric power, . . .	16	
Total, . . . . .	—	30
Box passenger cars equipped for horse power, . . .		2
		—
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		32
Mail car (electric), . . . . .		1
Construction, repair and other work cars, . . . . .		6
Number of cars equipped with fenders, . . . . .		34
Number of cars equipped with heaters (electric), . . . . .		15
Snow ploughs (electric), . . . . .		2
Other railway rolling stock: tool car, . . . . .		1
Carts and snow sleds, . . . . .		5
Other highway vehicles: 1 buggy, 2 wagons, . . . . .		3
Electric motors, . . . . .		62
Horses, . . . . .		3
Harnesses (double, 2; single, 2), . . . . .		4
Other items of equipment: tower wagon, . . . . .		1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	17.125 miles.
Length of sidings, switches, etc., . . . . .	1.431 "
Total, computed as single track, . . . . .	18.556 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	3.020 miles.
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System of electric motive power in use by the company: single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Haydenville,*	1	1

\* Switch track at Haydenville used once a day for freight only.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	6	-	2	-	8
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	6	-	6
TOTALS, . . . . .	-	7	-	8	-	15

## STATEMENT OF EACH ACCIDENT.

Oct. 12, 1898. — Team driven in front of car; man and boy slightly injured.

November 5. — Two cars came together on straight track; six persons claimed injuries, one claiming serious injury to spine.

December 6. — Man riding horse came into collision with car; man's injuries slight.

May 18, 1899. — Man stepped from moving car; shoulder bruised.

June 24. — Boy thrown from bicycle by running into supplementary wire; face and limbs badly scratched.

July 4. — Man fell from running-board of car; injuries slight.

July 17. — Team overturned by horse frightened at car; man and woman thrown out; woman claimed injuries to spine.

August 12. — Conductor, on running-board, came in contact with pole; injuries to lower limbs and head.

August 26. — Girl ran in front of rapidly moving car; picked up on fender; injuries slight.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,

NORTHAMPTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. Henry P. Field, *Clerk of Corporation*, Northampton, Mass. John C. Hammond, *General Counsel*, Northampton, Mass. John A. Sullivan, Northampton, Mass., and George W. Cook, Springfield, Mass., *Auditors*. Austin E. Smith, *General Manager*, Springfield, Mass. Edwin C. Clark, *Superintendent*, Northampton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. Austin E. Smith (died August 8, 1899). Newrie D. Winter, Springfield, Mass. George S. Graves, Springfield, Mass. John C. Hammond, Northampton, Mass. John A. Sullivan, Northampton, Mass. Henry M. Tyler, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,  
JOHN C. HAMMOND,  
F. H. GOLDTHWAIT,  
HENRY M. TYLER,  
JOHN A. SULLIVAN,  
GEO. W. COOK,

*Directors.*

NEWRIE D. WINTER,

*Treasurer.*

EDWIN C. CLARK,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. OCT. 10, 1899. Then personally appeared the above-named John Olmsted, John C. Hammond, F. H. Goldthwait, Henry M. Tyler, John A. Sullivan, Newrie D. Winter and Edwin C. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY P. FIELD,

*Justice of the Peace.*

# REPORT

## OF THE

### NORTHAMPTON & AMHERST STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., .	\$70,261 72
Cash and current assets: cash, . . . . .	6,479 11
<b>TOTAL, . . . . .</b>	<b>\$76,740 83</b>
LIABILITIES.	CR.
Capital stock (amount paid in), . . . . .	\$76,740 83
<b>TOTAL, . . . . .</b>	<b>\$76,740 83</b>
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$150,000 00
Capital stock authorized by votes of company, . . . . .	150,000 00
Amount paid in on 1,500 shares not yet issued, . . . . .	\$76,740 83
Number of stockholders, . . . . .	15
Number of stockholders in Massachusetts, . . . . .	12
Amount of stock held in Massachusetts, . . . . .	\$39,370 83

#### RAILWAY OWNED.

Length of railway line, . . . . .	7.883 miles.
Length of sidings, switches, etc., . . . . .	.246 "
Total, computed as single track, . . . . .	8.129 "

Names of the several cities and towns in which the railway owned by the company is located: Northampton, Hadley and Amherst.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON & AMHERST STREET RAILWAY COMPANY,  
78 MAIN STREET, NORTHAMPTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Benjamin E. Cook, Jr., *Vice-President*, Northampton, Mass. C. W. Wyman, *Treasurer and Clerk of Corporation*, Brattleborough, Vt.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Marcus A. Coolidge, Fitchburg, Mass. Cyrus W. Wyman, Brattleborough, Vt. Edward C. Crosby, Brattleborough, Vt. Benjamin E. Cook, Jr., Northampton, Mass. Henry L. Williams, Northampton, Mass. Clarence K. Graves, Northampton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,  
MARCUS A. COOLIDGE,  
CYRUS W. WYMAN,  
EDWARD C. CROSBY,  
B. E. COOK, JR.,  
HENRY L. WILLIAMS,  
CLARENCE K. GRAVES,

*Directors.*

CYRUS W. WYMAN,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Oct. 25, 1899. Then personally appeared the above-named Frederic S. Coolidge, Marcus A. Coolidge, Cyrus W. Wyman, Edward C. Crosby, B. E. Cook, Jr., Henry L. Williams and Clarence K. Graves, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERNEST W. HARDY,

*Justice of the Peace.*

# REPORT

## OF THE

### NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$8,000 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	\$150 00
Interest on funded debt, . . . . .	3,750 00
Other expenses and charges upon income:	
printing, revenue stamps, etc., . . . . .	20 90
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	3,920 90
NET DIVISIBLE INCOME, . . . . .	\$4,079 10
Dividends declared ( $3\frac{1}{2}$ per cent), . . . . .	4,125 00
Deficit for the year ending September 30, 1899, . . . . .	\$45 90
Amount of deficit September 30, 1898, . . . . .	19,238 52
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$19,284 42
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway:	
Roadbed and track, . . . . .	\$86,552 86
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	13,927 42
TOTAL COST OF RAILWAY OWNED, . . . . .	\$100,480 28
Cost of equipment:	
Cars and other rolling stock and vehicles, . . . . .	\$12,700 00
Electric equipment of same, . . . . .	20,750 00
Horses, . . . . .	100 00
Other items of equipment, . . . . .	17,805 04
TOTAL COST OF EQUIPMENT OWNED, . . . . .	51,355 04
Cost of land and buildings:	
Land necessary for operation of railway, . . . . .	\$6,194 70
Buildings necessary for operation of railway, . . . . .	7,480 06
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	13,674 76
TOTAL PERMANENT INVESTMENTS, . . . . .	\$165,510 08



Cash and current assets: cash, . . . . .	\$205 50
Profit and Loss balance (deficit), . . . . .	19,284 42
<b>TOTAL, . . . . .</b>	<b>\$185,000 00</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$110,000 00
Funded debt, . . . . .	75,000 00
<b>TOTAL, . . . . .</b>	<b>\$185,000 00</b>
<b>CAPITAL STOCK.</b>	
Capital stock authorized by law, . . . . .	\$110,000 00
Capital stock authorized by votes of company, . . . . .	110,000 00
Capital stock issued and outstanding, . . . . .	\$110,000 00
Number of shares issued and outstanding, . . . . .	1,100
Number of stockholders, . . . . .	18
Number of stockholders in Massachusetts, . . . . .	18
Amount of stock held in Massachusetts, . . . . .	\$110,000 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	Feb. 1, 1915, .	\$75,000 00	\$3,750 00

## RAILWAY OWNED.

Length of railway line, . . . . .	4.995 miles.
Length of sidings, switches, etc., . . . . .	.135 "
Total, computed as single track, . . . . .	5.130 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,  
WORCESTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Chase, *President*, Worcester, Mass. Thomas G. Kent, *Vice-President*, Worcester, Mass. George A. Smith, *Treasurer and Clerk of Corporation*, Worcester, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Chase, Worcester, Mass. Stephen Salisbury, Worcester, Mass.  
Thomas H. Gage, Worcester, Mass. Thomas G. Kent, Worcester, Mass.  
Albert Wood, Worcester, Mass. Hosea M. Quinby, Worcester, Mass. Waldo  
Lincoln, Worcester, Mass. Edwin P. Curtis, Worcester, Mass. Henry S.  
Pratt, Worcester, Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

CHARLES A. CHASE,  
THOMAS G. KENT,  
STEPHEN SALISBURY,  
THOMAS H. GAGE,  
ALBERT WOOD,  
WALDO LINCOLN,  
HENRY S. PRATT,  
*Directors.*  
GEORGE A. SMITH,  
*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 30, 1899. Then personally appeared the above-  
named Charles A. Chase, who made affirmation, and Thomas G. Kent, Stephen  
Salisbury, Thos. H. Gage, Albert Wood, Waldo Lincoln, Henry S. Pratt and  
George A. Smith, and severally made oath that the foregoing certificate by  
them subscribed is, to the best of their knowledge and belief, true.

Before me,

LUTHER M. LOVELL,  
*Justice of the Peace.*

## REPORT

OF THE

## NORTH WOBURN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$44,762 95
Operating expenses, . . . . .	32,251 01
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$12,511 94
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans, . . . . .	\$6,238 28
Taxes :	
State and local, . . . . .	\$1,091 35
Commutation, . . . . .	893 68
	1,985 03
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	8,223 31
Surplus for the year ending September 30, 1899, . . . . .	\$4,288 63
Amount of deficit September 30, 1898, . . . . .	8,134 90
Debits to profit and loss account during the year :	
Old insurance charged off, . . . . .	\$1,065 09
Adjusted tax account, . . . . .	736 37
TOTAL DEBITS, . . . . .	1,801 46
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$5,647 73
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$44,684 10
Receipts from tolls for use of tracks by other companies, . . . . .	73 85
Other earnings from operation : sales of manure, . . . . .	5 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$44,762 95
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$1,958 18
General office expenses and supplies (stationery and printing, \$131.08; incidentals, \$570.68), . . . . .	701 76
Insurance, . . . . .	3,257 52

<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		\$4,377 35
Repair of electric line construction, . . . . .		506 79
Removal of snow and ice, . . . . .		2,202 28
Repair of buildings, . . . . .		14 37
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		50 35
Repair of electric equipment of cars, . . . . .		2,382 30
Renewal of horses, harnesses, shoeing, etc. (repairs harness, \$8.35; shoeing, \$2), . . . . .		10 35
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .		7,100 10
Provender for horses, . . . . .		167 89
Wages and compensation of persons employed in conducting transportation, . . . . .		7,947 16
Damages for injuries to persons and property, . . . . .		796 60
Tolls for trackage over other railways, . . . . .		395 86
Rentals of buildings and other property, . . . . .		180 00
Other transportation expenses: stable supplies, \$56.66; fuel, light and water, \$132.49; veterinary, \$13, . . . . .		202 15
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$32,251 01</b>
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway:</b>		
New electric line construction, . . . . .	\$1,735 19	
Other additions to railway: reconstruction, . . . . .	20,982 56	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$22,717 75</b>
<b>Additions to equipment:</b>		
Electric equipment of cars, . . . . .	\$16 15	
<b>Other additions to equipment:</b>		
Harnesses, . . . . .	79 00	
Blankets, etc., . . . . .	9 17	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>104 32</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$22,822 07</b>
<b>GENERAL BALANCE SHEET SEPTEMBER 30, 1899.</b>		
<b>ASSETS.</b>		<b>DR.</b>
<b>Cost of railway:</b>		
Roadway and tracks, . . . . .	\$150,319 81	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	1,735 19	
Office furniture, . . . . .	238 50	
Other items of railway cost: reconstruction, . . . . .	21,382 56	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$173,676 06</b>
<b>Cost of equipment:</b>		
Cars and other rolling stock and vehicles, . . . . .	\$12,105 20	
Electric equipment of same, . . . . .	16,712 85	
Horses, . . . . .	150 00	
Other items of equipment, . . . . .	98 82	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>29,066 87</b>

Cost of land and buildings : land and buildings necessary for operation of railway, . . . . .	\$13,140 64
TOTAL PERMANENT INVESTMENTS, . . . . .	\$215,883 57
Cash and current assets :	
Cash, . . . . .	\$2,003 88
Bills and accounts receivable, . . . . .	16 57
TOTAL CASH AND CURRENT ASSETS, . . . . .	2,020 45
Miscellaneous assets :	
Materials and supplies, . . . . .	\$71 89
Other assets and property : prepaid taxes, . . . . .	302 84
TOTAL MISCELLANEOUS ASSETS, . . . . .	374 73
Profit and Loss balance (deficit), . . . . .	5,647 73
TOTAL, . . . . .	\$223,926 48
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LIABILITIES.	CR.
Capital stock, . . . . .	\$100,000 00
Current liabilities :	
Loans and notes payable, . . . . .	\$120,700 00
Audited vouchers and accounts, . . . . .	853 32
Salaries and wages, . . . . .	295 29
Rentals due and unpaid (including rentals due October 1), . . . . .	25 00
Miscellaneous current liabilities : tickets outstanding, . . . . .	161 90
TOTAL CURRENT LIABILITIES, . . . . .	122,035 51
Accrued liabilities : taxes accrued and not yet due, . . . . .	1,890 97
TOTAL, . . . . .	\$223,926 48
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CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$200,000 00
Capital stock authorized by votes of company, . . . . .	100,000 00
Capital stock issued and outstanding, . . . . .	\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000
Number of stockholders, . . . . .	8
Number of stockholders in Massachusetts, . . . . .	8
Amount of stock held in Massachusetts, . . . . .	\$100,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	888,198
Number carried per mile of main railway track operated, . . . . .	115,455
Number of round trips run, . . . . .	13,511
Number of car miles run, . . . . .	187,503
Average number of persons employed, . . . . .	18

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	5	
Open passenger cars equipped for electric power, . . . . .	6	
Total, . . . . .	—	11
Box passenger cars equipped for horse power, . . . . .	1	
Open passenger cars equipped for horse power, . . . . .	3	
Total, . . . . .	—	4
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		15
Number of cars equipped with fenders, . . . . .		9
Number of cars equipped with heaters (electric, 2; stoves, 3), . . . . .		5
Snow ploughs (electric, 2; horse, 2), . . . . .		4
Carts and snow sleds (1 snow sled, 1 snow leveller, 1 cart), . . . . .		3
Other highway vehicles: 1 light pung, 1 tower wagon, 1 express wagon, . . . . .		3
Electric motors, . . . . .		16
Horses, . . . . .		1
Harnesses (double, 1; single, 1), . . . . .		2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	7.253	.435	7.693
Length of sidings, switches, etc., . . . . .	.425	—	.425
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	7.683	.435	8.118

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Woburn, Winchester and Medford.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Winchester (Centre), . . . . .	4	1
With Boston & Maine Railroad, Woburn (Baldwins), . . . . .	2	1
With Boston & Maine Railroad, Woburn (Centre), . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	8	3



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	4	-	6
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	2	-	5	-	7

## STATEMENT OF EACH ACCIDENT.

Oct. 23, 1898. — Some one opened door; arm of passenger slightly injured.

December 19. — Passenger alighted from car in motion; fell, slightly injured.

March 18, 1899. — Passenger struck by brake handle; slightly injured.

June 24. — Passenger alighted from car in motion; fell, slightly injured.

May 20. — Collision of cars; one passenger slightly injured.

July 13. — Boy ran in front of car and was picked up on fender; slightly injured.

September 12. — Passenger stepped off car in motion and fell; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILWAY COMPANY,

35 CONGRESS STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. Henry B. Sprague, Lynn, Mass. Luther S. Johnson, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Gilman F. Jones, Woburn, Mass. Frank H. Monks, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,  
HENRY B. SPRAGUE,  
ELWIN C. FOSTER,  
LUTHER S. JOHNSON,  
*Directors.*  
DAVID H. SWEETSER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss. OCT. 31, 1899. Then personally appeared the above-named Amos F. Breed, Henry B. Sprague, Elwin C. Foster, Luther S. Johnson and David H. Sweetser, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND,

*Notary Public.*

## REPORT

OF THE

## NORTON &amp; ATTLEBOROUGH STREET RAILWAY COMPANY

FOR THE PERIOD ENDING AUGUST 1, 1899.

[Consolidated with the Norton &amp; Taunton August 1, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$9,053 85
Operating expenses, . . . . .	7,991 99
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$1,061 86
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$1,666 67
Interest and discount on unfunded debts and loans, . . . . .	27 72
Taxes, . . . . .	631 20
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,325 59
Deficit for the period ending August 1, 1899, . . . .	\$1,263 73
Amount of surplus September 30, 1898, . . . . .	119 81
TOTAL DEFICIT AUGUST 1, 1899, . . . . .	\$1,143 92
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$9,003 05
Receipts from advertising in cars, . . . . .	50 80
GROSS EARNINGS FROM OPERATION, . . . . .	\$9,053 85
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$740 91
General office expenses and supplies, . . . . .	75 25
Legal expenses, . . . . .	24 42
Insurance, . . . . .	87 31
Other general expenses : advertising and travelling expenses,	67 46
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	150 65
Repair of electric line construction, . . . . .	30 82
Removal of snow and ice, . . . . .	435 14

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$355 32
Repair of electric equipment of cars, . . . . .	496 19
Transportation expenses:	
Cost of electric motive power, . . . . .	1,820 86
Wages and compensation of persons employed in conducting transportation, . . . . .	3,434 05
Damages for injuries to persons and property, . . . . .	25 00
Rentals of buildings and other property, . . . . .	197 02
Other transportation expenses: teaming, freight and express, . . . . .	51 59
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$7,991 99</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks, . . . . .	\$4,417 39
New electric line construction, . . . . .	370 77
Other additions to railway:	
Telephone line, . . . . .	320 00
Engineering and other expenses, . . . . .	2,788 45
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$7,896 61</b>
Additions to equipment: 1 snow plough, . . . . .	805 50
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$8,702 11</b>

## GENERAL BALANCE SHEET AUGUST 1, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$63,997 56	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,880 70	
Interest accrued during construction of railway, . . . . .	708 78	
Engineering and other expenses incident to construction, . . . . .	5,880 34	
Other items of railway cost:		
Bond discount, . . . . .	4,000 00	
Telephone line, . . . . .	320 00	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$89,787 38</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$12,278 90	
Electric equipment of same, . . . . .	6,622 77	
Other items of equipment: snow plough, . . . . .	805 50	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>19,707 17</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$109,494 55</b>
Profit and Loss balance (deficit), . . . . .		1,143 92
<b>TOTAL, . . . . .</b>		<b>\$110,638 47</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$40,000 00
Funded debt, . . . . .		40,000 00

Current liabilities :		
Loans and notes payable, . . . . .	\$12,581 65	
Audited vouchers and accounts, . . . . .	342 19	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	666 67	
Miscellaneous current liabilities :		
Contractor's account, not audited, . . . . .	15,236 02	
Syndicate account, . . . . .	1,180 74	
TOTAL CURRENT LIABILITIES, . . . . .		\$30,007 27
Accrued liabilities : taxes accrued and not yet due, . . . . .		631 20
TOTAL, . . . . .		\$110,638 47

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$40,000 00	
Capital stock authorized by votes of company, . . . . .	40,000 00	
Capital stock issued and outstanding, . . . . .		\$40,000 00
Number of shares issued and outstanding, . . . . .	400	
Number of stockholders, . . . . .	22	
Number of stockholders in Massachusetts, . . . . .	22	
Amount of stock held in Massachusetts, . . . . .	\$40,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, 20 years, . . . . .	Per Cent. 5	April 1, 1918,	\$40,000 00	\$1,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	180,061
Number carried per mile of main railway track operated, . . . . .	31,999
Number of round trips run, . . . . .	5,796
Number of car miles run, . . . . .	65,223
Average number of persons employed, . . . . .	6

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	6
Number of all above cars with 8 wheels, . . . . .	2
Number of cars equipped with fenders, . . . . .	6
Number of cars equipped with heaters (electric), . . . . .	2
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	12

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	5.627 miles.
Length of sidings, switches, etc., . . . . .	.201 "
Total, computed as single track, . . . . .	5.828 "

System of electric motive power in use by the company: Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Norton and Attleborough.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

Nov. 3, 1898. — Team of G. L. Stoddard struck and driver thrown out; slightly injured.

March 16, 1899. — George Shaw stepped from moving car; dislocated shoulder and received slight bruises.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & ATTLEBOROUGH STREET RAILWAY COMPANY,

53 STATE STREET, ROOM 601, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George H. Swazey, *President*, Malden, Mass. Charles E. Bibber, *Treasurer*, Malden, Mass. Edward D. Hewins, *Assistant Treasurer and Clerk of Corporation*, Boston, Mass. Harry S. Williams, *General Counsel*, Taunton, Mass. Douglas A. Brooks, *General Manager*, Braintree, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George H. Swazey, Malden, Mass. Andrew H. Sweet, Norton, Mass. Frank P. Barney, Chartley, Mass. George L. Wetherell, Chartley, Mass. Douglas A. Brooks, Braintree, Mass. Franklin Mead, Norton, Mass. Edward D. Hewins, Boston, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE H. SWAZEY,  
FRANKLIN MEAD,  
EDWARD D. HEWINS,  
FRANK P. BARNEY,  
GEO. L. WETHERELL,  
ANDREW H. SWEET,  
DOUGLAS A. BROOKS,

*Directors.*

CHAS. E. BIBBER,

*Treasurer.*

DOUGLAS A. BROOKS,

*General Manager.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 23, 1899. Then personally appeared the above-named George H. Swazey, Franklin Mead, Douglas A. Brooks and Charles E. Bibber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD D. HEWINS,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the above-named Frank P. Barney, George L. Wetherell and Andrew H. Sweet, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the within-named Edward D. Hewins, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

## REPORT

OF THE

## NORTON &amp; TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$22,493 00
Operating expenses, . . . . .	22,687 47
GROSS DEFICIT, . . . . .	\$194 47
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$5,333 33
Interest and discount on unfunded debts and loans, . . . . .	1,456 91
Taxes, . . . . .	1,256 93
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	8,047 17
Deficit for the year ending September 30, 1899, . . . . .	\$8,241 64
Amount of surplus September 30, 1898, . . . . .	70 47
Debits to profit and loss account during the year:	
Mansfield & Norton Street Railway report August 1, 1899, . . . . .	\$2,612 23
Norton & Attleborough Street Railway report August 1, 1899, . . . . .	1,143 92
Mansfield & Easton Street Railway report August 1, 1899, . . . . .	2,904 23
TOTAL DEBITS, . . . . .	6,660 38
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$14,831 55
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$22,404 00
Receipts from advertising in cars, . . . . .	89 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$22,493 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,787 50
General office expenses and supplies, . . . . .	215 20
Legal expenses, . . . . .	110 50
Insurance, . . . . .	225 75
Other general expenses: advertising and travelling expenses, . . . . .	188 45

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$137 20
Repair of electric line construction, . . . . .	47 80
Removal of snow and ice, . . . . .	762 35
Repair of buildings, . . . . .	18 46
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	939 98
Repair of electric equipment of cars, . . . . .	1,342 55
Transportation expenses :	
Cost of electric motive power, \$8,722.07 ; less power sold, \$4,078.65 ; net, . . . . .	4,643 42
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	10,476 72
Damages for injuries to persons and property, . . . . .	100 00
Tolls for trackage over other railways, . . . . .	939 99
Rentals of buildings and other property, . . . . .	526 00
Other transportation expenses : teaming, freight and express, . . . . .	225 60
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$22,687 47</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks, . . . . .	\$14,110 14
New electric line construction, . . . . .	309 79
Other additions to railway :	
Engineering and other expenses, . . . . .	5,088 09
Mansfield & Norton Street Railway consol- idated, . . . . .	103,649 71
Norton & Attleborough Street Railway consol- idated, . . . . .	109,494 55
Mansfield & Easton Street Railway consol- idated, . . . . .	216,405 07
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$449,057 35</b>
Additions to equipment :	
Additional cars, . . . . .	\$1,000 00
Electric equipment of same, . . . . .	492 18
Other additions to equipment : snow plough, . . . . .	850 00
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>2,342 18</b>
Additions to land and buildings :	
New electric power stations, including ma- chinery, etc., . . . . .	\$10,545 50
Other new buildings necessary for operation of railway, . . . . .	4,487 12
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>15,032 62</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$466,432 15</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

	ASSETS.	DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$364,165 22	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	90,567 00	
Interest accrued during construction of rail- way, . . . . .	3,122 26	
Engineering and other expenses incident to construction, . . . . .	31,859 76	

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Cost of railway — *Concluded.*

## Other items of railway cost:

Bond discount, . . . . .	\$24,000 00
Telephone line, . . . . .	320 00

TOTAL COST OF RAILWAY OWNED, . . . . .	\$514,034 24
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## Cost of equipment:

Cars and other rolling stock and vehicles, . . . . .	\$42,010 90
Electric equipment of same, . . . . .	21,033 73
Other items of equipment: 1 rotary and 3 ordinary snow ploughs, . . . . .	5,255 50

TOTAL COST OF EQUIPMENT OWNED, . . . . .	68,300 13
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## Cost of land and buildings:

Land necessary for operation of railway, . . . . .	\$1,502 50
Electric power stations, including equipment, . . . . .	63,876 50
Other buildings necessary for operation of railway, . . . . .	19,187 12

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	84,566 12
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TOTAL PERMANENT INVESTMENTS, . . . . .	\$666,900 49
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Cash and current assets: cash, . . . . .	1,018 48
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Miscellaneous assets: materials and supplies, . . . . .	1,680 00
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Profit and Loss balance (deficit), . . . . .	14,831 55
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TOTAL, . . . . .	\$684,430 52
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## LIABILITIES.

CR.

Capital stock, . . . . .	\$260,000 00
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Funded debt, . . . . .	240,000 00
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## Current liabilities:

Loans and notes payable, . . . . .	\$135,271 57
Audited vouchers and accounts, . . . . .	13,026 58

Matured interest coupons unpaid (including coupons due October 1), . . . . .	6,000 00
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## Miscellaneous current liabilities:

Syndicate account, . . . . .	4,000 00
Contractor's account, not audited, . . . . .	11,271 64
Walker Company account, not audited, . . . . .	6,271 29
New York & New Haven Railroad, elimina- tion of grade crossings, not audited, . . . . .	4,500 00

TOTAL CURRENT LIABILITIES, . . . . .	180,341 08
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Accrued liabilities: taxes accrued and not yet due, . . . . .	4,089 44
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TOTAL, . . . . .	\$684,430 52
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## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$80,000 00
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Capital stock authorized by votes of company, . . . . .	80,000 00
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Capital stock issued and outstanding, . . . . .	\$80,000 00
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Stock to be exchanged for consolidated companies' stock, . . . . .	180,000 00
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TOTAL CAPITAL STOCK LIABILITY, . . . . .	\$260,000 00
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Number of shares issued and outstanding, . . . . .	800
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Number of stockholders, . . . . .	100
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Number of stockholders in Massachusetts, . . . . .	99
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Amount of stock held in Massachusetts, . . . . .	\$259,900 00
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## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mansfield & Norton mortgage bonds,	5	Oct. 1, 1918,	\$40,000 00	\$750 00
Mansfield & Easton mortgage bonds,	5	Oct. 1, 1918,	80,000 00	666 40
Norton & Attleborough mortgage bonds,	5	April 1, 1918,	40,000 00	1,000 00
Norton & Taunton mortgage bonds,	5	April 1, 1918,	80,000 00	2,000 00
TOTALS, . . . . .	. .	. . . . .	\$240,000 00	\$4,416 40

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	448,080
Number carried per mile of main railway track operated, .	15,237
Number of round trips run, . . . . .	12,374
Number of car miles run, . . . . .	423,689
Average number of persons employed, . . . . .	48

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	10
Open passenger cars equipped for electric power, . . . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	18
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	5
Number of cars equipped with fenders, . . . . .	18
Number of cars equipped with heaters (electric), . . . . .	10
Snow ploughs (electric), . . . . .	4
Electric motors, . . . . .	36

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	29.000	.407	29.407
Length of sidings, switches, etc., . . . . .	.830	-	.830
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	29.830	.407	30.237

System of electric motive power in use by the company: Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Mansfield, Norton, Taunton and Easton.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, at Norton Furnace,	1	1
Number of above crossings at which <i>frogs</i> are inserted in the tracks, .		
1		

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

*Dec. 17, 1898.* — Car struck team driven by D. C. Vinton; driver thrown out and cart demolished; driver sustained broken leg.

*March 7, 1899.* — Mary Swift (five years old) ran in front of slowly moving car; struck by corner post and thrown back onto sidewalk; slight injuries.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,  
53 STATE STREET, ROOM 601, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George H. Swazey, *President*, Malden, Mass. David E. Harding, *Vice-President*, Mansfield, Mass. Chas. E. Bibber, *Treasurer*, Malden, Mass. E. D. Hewins, *Assistant Treasurer and Clerk of Corporation*, Boston, Mass. Harry S. Williams, *General Counsel*, Taunton, Mass. Douglas A. Brooks, *General Manager*, Braintree, Mass. Robert W. Hewins, *Superintendent*, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George H. Swazey, Malden, Mass. David E. Harding, Mansfield, Mass. Charles E. Bibber, Malden, Mass. Douglas A. Brooks, Braintree, Mass. Edward D. Hewins, Boston, Mass. Franklin Mead, Norton, Mass. Lemuel K. Wilbur, Easton, Mass. George L. Wetherell, Chartley, Mass. Frank P. Barney, Chartley, Mass. Andrew H. Sweet, Norton, Mass. Harry S. Williams, Taunton, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE H. SWAZEY,  
FRANKLIN MEAD,  
EDWARD D. HEWINS,  
CHAS. E. BIBBER,  
DOUGLAS A. BROOKS,  
GEO. L. WETHERELL,  
DAVID E. HARDING,  
FRANK P. BARNEY,

*Directors.*

CHAS. E. BIBBER,

*Treasurer.*

ROBERT W. HEWINS,

*Superintendent.*

DOUGLAS A. BROOKS,

*General Manager.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 23, 1899. Then personally appeared the within-named George H. Swazey, Franklin Mead, Charles E. Bibber and Douglas A. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD D. HEWINS,

*Justice of the Peace.*

---

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 24, 1899. Then personally appeared the above-named Edward D. Hewins, George L. Wetherell, David E. Harding, Frank P. Barney and Robert W. Hewins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

\* Before me,

FRANKLIN MEAD,

*Justice of the Peace.*

## REPORT

OF THE

## PALMER &amp; MONSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$19,598 06
Operating expenses, . . . . .	20,562 03
OPERATING EXPENSES ABOVE GROSS INCOME, . . . . .	\$963 97
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$3,803 75
Taxes, . . . . .	144 84
Other deductions from income: amusements, . . . . .	641 95
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	4,590 54
Deficit for the year ending September 30, 1899, . . . . .	\$5,554 51
Amount of deficit September 30, 1898, . . . . .	67 83
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$5,622 34
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$19,563 06
Receipts from advertising in cars, . . . . .	35 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$19,598 06
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$935 20
General office expenses and supplies, . . . . .	544 33
Legal expenses, . . . . .	143 40
Insurance, . . . . .	467 87
Other general expenses:	
Car-house expense and supplies, . . . . .	2,517 10
Fuel and water, . . . . .	267 17
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	1,556 81
Repair of electric line construction, . . . . .	19 18
Removal of snow and ice, . . . . .	371 41
Repair of buildings, . . . . .	25 13

Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	\$53 74
Repair of electric equipment of cars, . . . . .	18 82
Transportation expenses :	
Cost of electric motive power, . . . . .	5,216 64
Wages and compensation of persons employed in conducting transportation, . . . . .	8,305 23
Rentals of buildings and other property, . . . . .	120 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$20,562 03</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (unfinished), . . . . .	\$5,952 13
Other additions to railway : miscellaneous, . . . . .	315 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$6,267 13</b>
Additions to equipment :	
Additional cars (10 in number), . . . . .	\$9,374 99
Electric equipment of same, . . . . .	9,173 05
Other additions to equipment : snow ploughs, . . . . .	848 01
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>19,396 05</b>
Additions to land and buildings : new buildings necessary for operation of railway, . . . . .	969 98
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$26,633 16</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : credit memorandum, power station equipment, . . . . .	142 77
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$26,490 39</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway :		
Roadway and tracks, . . . . .	\$43,978 60	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	16,966 88	
Engineering and other expenses incident to construction, . . . . .	1,188 35	
Other items of railway cost :		
Organization expense, . . . . .	3,873 99	
Rights of way, . . . . .	245 50	
Extension of track, unfinished, . . . . .	5,952 13	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$72,205 45</b>	
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$13,742 33	
Electric equipment of same, . . . . .	11,202 03	
Other items of equipment : snow ploughs, . . . . .	848 01	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>25,792 37</b>	

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$500 00	
Electric power stations, including equipment, . . . . .	4,022 19	
Other buildings necessary for operation of railway, . . . . .	3,177 98	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$7,700 17
TOTAL PERMANENT INVESTMENTS, . . . . .		\$105,697 99
Cash and current assets :		
Cash, . . . . .	\$3,130 69	
Bills and accounts receivable, . . . . .	1,720 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		4,850 69
Miscellaneous assets: tools, etc., . . . . .		685 11
Profit and Loss balance (deficit), . . . . .		5,622 34
TOTAL, . . . . .		\$116,856 13
LIABILITIES.		CR.
Capital stock, . . . . .		\$60,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$56,836 13	
Audited vouchers and accounts, . . . . .	20 00	
TOTAL CURRENT LIABILITIES, . . . . .		56,856 13
TOTAL, . . . . .		\$116,856 13
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock issued and outstanding, . . . . .		\$60,000 00
Number of shares issued and outstanding, . . . . .	600	
Number of stockholders, . . . . .	105	
Number of stockholders in Massachusetts, . . . . .	101	
Amount of stock held in Massachusetts, . . . . .	\$57,000 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	393,885
Number carried per mile of main railway track operated, . . . . .	41,681
Number of round trips run, . . . . .	15,750
Number of car miles run, . . . . .	161,159
Average number of persons employed, . . . . .	22

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	4
Open passenger cars equipped for electric power, . . . . .	14
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	18

Construction, repair and other work cars, . . . .	2
Number of cars equipped with heaters (electric), . . . .	4
Snow ploughs (electric), . . . . .	1
Other highway vehicles: democrat wagon, . . . . .	1
Electric motors, . . . . .	40

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	9.450 miles.
Length of sidings, switches, etc., . . . . .	.160 "
Total, computed as single track, . . . . .	9.610 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.250 miles.
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System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Palmer.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Ware River Railroad, near Town House, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PALMER & MONSON STREET RAILWAY COMPANY,  
PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Grosvenor, *President and General Manager*, Palmer, Mass.  
Elbridge G. Hastings, *Vice-President*, Palmer, Mass. Chas. E. Fish, *Treasurer*, Palmer, Mass. Andrew Pinney, *Clerk of Corporation*, Palmer, Mass.  
Thomas W. Kenefick, *General Counsel*, Palmer, Mass. Curtis D. Shepard, *Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Grosvenor, Palmer, Mass. Elbridge G. Hastings, Palmer, Mass.  
Andrew Pinney, Palmer, Mass. Henry P. Holden, Palmer, Mass. Hiram E.  
W. Clark, Thorndike, Mass. Elmer G. Childs, Bondsville, Mass. George C.  
Flynt, Monson, Mass. Fred T. Ley, Springfield, Mass. Allan W. Paige,  
Bridgeport, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. GROSVENOR,  
E. G. HASTINGS,  
H. P. HOLDEN,  
H. E. W. CLARK,  
FRED T. LEY,  
GEO. C. FLYNT,  
E. G. CHILDS,  
ALLAN W. PAIGE,  
A. PINNEY,

*Directors.*

CHAS. E. FISH,

*Treasurer.*

C. D. SHEPARD,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. PALMER, Oct. 30, 1899. Then personally appeared the above-named Chas. F. Grosvenor, E. G. Hastings, H. P. Holden, H. E. W. Clark, Fred T. Ley, Geo. C. Flynt, E. G. Childs, Allan W. Paige, A. Pinney, Chas. E. Fish and C. D. Shepard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

H. W. MCGREGORY,

*Notary Public.*



## REPORT

OF THE

## PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$72,980 57
Operating expenses, . . . . .	54,131 22
NET EARNINGS FROM OPERATION, . . . . .	\$18,849 35
Miscellaneous income: rentals pleasure grounds, . . . . .	95 75
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$18,945 10
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$2,466 25
Interest and discount on unfunded debts and loans, . . . . .	248 33
Taxes, . . . . .	2,845 70
Other deductions from income: expense of pleasure grounds, . . . . .	362 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,923 18
NET DIVISIBLE INCOME, . . . . .	\$13,021 92
Dividends declared (6 per cent), . . . . .	4,800 00
Surplus for the year ending September 30, 1899, . . . . .	\$8,221 92
Amount of surplus September 30, 1898, . . . . .	12,239 38
Debits to profit and loss account during the year: depreciation, . . . . .	\$20,461 30
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$13,461 30
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$72,905 57
Receipts from advertising in cars, . . . . .	75 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$72,980 57
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$3,050 00
General office expenses and supplies, . . . . .	176 26
Legal expenses, . . . . .	300 00

General expenses — *Concluded.*

Insurance, . . . . .	\$4,149 27
Other general expenses: directors' allowance and travelling expenses, . . . . .	377 10
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	6,787 11
Repair of electric line construction, . . . . .	454 98
Removal of snow and ice, . . . . .	1,876 43
Repair of buildings, . . . . .	1,008 64
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	3,957 25
Repair of electric equipment of cars, . . . . .	3,897 69
Renewal of horses, harnesses, shoeing, etc., . . . . .	154 27
Transportation expenses:	
Cost of electric motive power, . . . . .	9,289 57
Provender for horses, . . . . .	316 16
Wages and compensation of persons employed in conducting transportation, . . . . .	17,402 97
Damages for injuries to persons and property, . . . . .	39 13
Other transportation expenses, . . . . .	894 39
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$54,131 22</b>

## PROPERTY ACCOUNTS.

Additions to equipment: snow plough, . . . . .	\$2,060 00
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	29,126 93
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$31,186 93</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Land, . . . . .	\$1,850 00
Buildings, . . . . .	1,000 00
Roadbed and track, . . . . .	3,000 00
Electric line construction, . . . . .	1,484 51
Machinery, . . . . .	1,000 00
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>8,334 51</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$22,852 42</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks, . . . . .	\$77,513 41
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	9,576 66
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$87,090 07</b>
Cost of equipment:	
Cars and other rolling stock and vehicles, . . . . .	\$14,017 30
Electric equipment of same, . . . . .	10,725 00
Horses, . . . . .	147 50
Other items of equipment: snow ploughs and scrapers, . . . . .	1,080 00
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>25,969 80</b>

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$10,258 41	
Electric power stations, including equipment, . . . . .	7,985 16	
Other buildings necessary for operation of railway, . . . . .	29,514 07	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$47,757 64
TOTAL PERMANENT INVESTMENTS, . . . . .		\$160,817 51
Cash and current assets : cash, . . . . .		202 61
TOTAL, . . . . .		\$161,020 12
LIABILITIES.		Cr.
Capital stock, . . . . .		\$80,000 00
Funded debt, . . . . .		55,000 00
Current liabilities :		
Audited vouchers and accounts, . . . . .	\$2,308 82	
Miscellaneous current liabilities :		
Reserve for excise tax, . . . . .	1,250 00	
Subscription, . . . . .	9,000 00	
TOTAL CURRENT LIABILITIES, . . . . .		12,558 82
Profit and Loss balance (surplus), . . . . .		13,461 30
TOTAL, . . . . .		\$161,020 12
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$80,000 00	
Capital stock authorized by votes of company, . . . . .	80,000 00	
Capital stock issued and outstanding, . . . . .		\$80,000 00
Number of shares issued and outstanding, . . . . .	800	
Number of stockholders, . . . . .	36	
Number of stockholders in Massachusetts, . . . . .	36	
Amount of stock held in Massachusetts, . . . . .	\$80,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds, . . . . .	5	Jan. 1, 1904,	\$30,000 00	\$1,500 00
Mortgage bonds, . . . . .	5	July 1, 1906,	15,000 00	750 00
Mortgage bonds, . . . . .	4½	March 1, 1909,	10,000 00	216 25
TOTALS, . . . . .			\$55,000 00	\$2,466 25

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,470,937
Number carried per mile of main railway track operated, . . . . .	145.020
Number of round trips run, . . . . .	32,028
Number of car miles run, . . . . .	347,869
Average number of persons employed, . . . . .	35

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	9	
Open passenger cars equipped for electric power, . . . . .	9	
Total, . . . . .		18
Box passenger cars equipped for horse power, . . . . .	2	
Open passenger cars equipped for horse power, . . . . .	3	
Total, . . . . .		5
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		23
Number of cars equipped with fenders, . . . . .		18
Number of cars equipped with heaters (electric), . . . . .		9
Snow ploughs (electric), . . . . .		2
Other highway vehicles: gravel wagon and buggy, . . . . .		2
Electric motors, . . . . .		40
Horses, . . . . .		3
Harnesses (double, 1; single, 1), . . . . .		2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	10.143 miles.
Length of sidings, switches, etc., . . . . .	.513 "
Total, computed as single track, . . . . .	10.656 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	1.590 miles.
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System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield and Dalton.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	1	-	1
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

Feb. 7, 1899. — Man struck by car; injuries slight.

August 20. — Woman stepped off moving car; injuries slight.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,  
PITTSFIELD, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jos. Tucker, *President*, Pittsfield, Mass. Chas. E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. Wm. R. Plunkett, *General Counsel*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. William R. Plunkett, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,  
J. L. BACON,  
JAS. W. HULL,  
P. C. DOLAN,  
ALEX. KENNEDY,  
J. M. STEVENSON,  
CHARLES E. MERRILL,  
*Directors.*  
CHARLES E. MERRILL,  
*Treasurer.*  
P. H. DOLAN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. OCT. 18, 1899. Then personally appeared the above-named Joseph Tucker, J. L. Bacon, James W. Hull, P. C. Dolan, Alex. Kennedy, John M. Stevenson and Charles E. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. PLUNKETT,  
*Justice of the Peace.*

## REPORT

OF THE

## PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$12,147 70
Operating expenses, . . . . .	5,987 23
NET EARNINGS FROM OPERATION, . . . . .	\$6,160 47
Miscellaneous income:	
Park receipts, . . . . .	\$867 00
Sundry receipts, . . . . .	1 70
TOTAL MISCELLANEOUS INCOME, . . . . .	868 70
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$7,029 17
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,019 06
Taxes, . . . . .	475 13
Other deductions from income: park expenses, . . . . .	2,951 42
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	4,445 61
Surplus for the year ending September 30, 1899, . . . . .	\$2,583 56
Amount of surplus September 30, 1898, . . . . .	3,851 37
	\$6,434 93
Credits to profit and loss account during the year: legal and other expenditures, . . . . .	\$1,720 12
Debits to profit and loss account during the year: bills receivable, uncollectible, . . . . .	2,950 00
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . . . .	1,229 88
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$5,205 05
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$12,147 70
GROSS EARNINGS FROM OPERATION, . . . . .	\$12,147 70



## EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks, . . . . .	\$325 00
General office expenses and supplies, . . . . .	96 86
Insurance, . . . . .	232 26
Other general expenses : miscellaneous expenses, . . . . .	511 78
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	292 05
Repair of electric line construction, . . . . .	45 00
Repair of buildings, . . . . .	131 41
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	168 89
Repair of electric equipment of cars, . . . . .	59 16
Transportation expenses :	
Wages and compensation of persons employed in conducting transportation, . . . . .	2,159 58
Damages for injuries to persons and property, . . . . .	155 00
Tolls for trackage over other railways, . . . . .	1,460 24
Rentals of buildings and other property, . . . . .	350 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$5,987 23</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 638 feet), . . . . .	\$119 15
New electric line construction (60 incandescent lighting circuit and 4 arc lamps), . . . . .	116 85
Other additions to railway : bill for superintending and engineering construction of main line of railway (and extension of same from pavilion to Plum Island Point), . . . . .	3,000 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$3,236 00</b>
Additions to equipment : tools, . . . . .	34 92
Additions to other permanent property :	
New out-door stage, . . . . .	\$426 16
Architect's bill for plans and specifications of new pavilion, . . . . .	80 00
<b>TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . . . . .</b>	<b>506 16</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$3,777 08</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

## DR.

Cost of railway :	
Roadway and tracks, . . . . .	\$35,964 73
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	8,037 54
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$44,002 27</b>

Cost of equipment: cars and other rolling stock and vehicles,	\$13,828 68
Cost of land and buildings: buildings necessary for operation of railway, . . . . .	9,784 19
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$67,615 14</b>
Cash and current assets: cash, . . . . .	1,318 97
Miscellaneous assets: materials and supplies, . . . . .	147 88
<b>TOTAL, . . . . .</b>	<b>\$69,081 99</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$40,000 00
Current liabilities:	
Loans and notes payable, . . . . .	\$14,809 11
Audited vouchers and accounts, . . . . .	9,067 88
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	<b>23,876 94</b>
Profit and Loss balance (surplus), . . . . .	5,205 05
<b>TOTAL, . . . . .</b>	<b>\$69,081 99</b>
<b>CAPITAL STOCK.</b>	
Capital stock authorized by law, . . . . .	\$40,000 00
Capital stock authorized by votes of company, . . . . .	40,000 00
Capital stock issued and outstanding, . . . . .	\$40,000 00
Number of shares issued and outstanding, . . . . .	400
Number of stockholders, . . . . .	8
Number of stockholders in Massachusetts, . . . . .	7
Amount of stock held in Massachusetts, . . . . .	\$39,800 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	242,954
Number carried per mile of main railway track operated, . . . . .	48,148
Number of round trips run, . . . . .	4,040
Number of car miles run, . . . . .	36,386
Average number of persons employed, . . . . .	16

## DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power, . . . . .	8
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>8</b>
Freight cars (open), . . . . .	1
Number of cars equipped with fenders, . . . . .	8
Other railway stock: Baldwin locomotive and combination car.	
Electric motors, . . . . .	16

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	4.239	.807	5.046
Length of sidings, switches, etc., . . . . .	.342	-	.342
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	4.581	.807	5.388

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport and Newbury.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, at Purchase Street, . . . . .	1	1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	3	-	5
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	2	-	3	-	5

## STATEMENT OF EACH ACCIDENT.

*June 3, 1899.* — Lady hit by piece of broken glass from window in end of car.

*July 3.* — Child injured by rear-end collision.

*July 22.* — Boy struck by tree while standing on running-board.

*August 14.* — Man injured by rear-end collision.

*September 2.* — Boy bruised and cut by striking tree while standing on running-board.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY,  
NEWBURYPORT, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Odell, *President and General Manager*, Salem, Mass. Ralph G. Calef, *Treasurer, Clerk of Corporation and Superintendent*, Newburyport, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Odell, Salem, Mass. George Soule, Boston, Mass. Nathaniel Dole, Newbury, Mass. C. Fred Dennis, Bradford, Pa. R. G. Calef, Newburyport, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES ODELL,  
NATHANIEL DOLE,  
R. G. CALEF,

*Directors.*

RALPH G. CALEF,

*Treasurer.*

RALPH G. CALEF,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, Oct. 6, 1899. Then personally appeared the above-named Charles Odell, Nathaniel Dole and R. G. Calef, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM F. HOUSTON,

*Justice of the Peace*

## REPORT

OF THE

## PLYMOUTH &amp; KINGSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$42,027 68
Operating expenses, . . . . .	40,681 94
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$1,345 74
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$1,750 00	
Interest and discount on unfunded debts and loans, . . . . . 2,309 93	
Taxes, . . . . . 1,168 78	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	5,228 71
NET DEFICIT, . . . . .	\$3,882 97
Dividends declared (1½ per cent), . . . . .	1,500 00
Deficit for the year ending September 30, 1899, . . .	\$5,382 97
Amount of surplus September 30, 1898, . . . . .	3,520 79
Debits to profit and loss account during the year: taxes for year 1898, . . . . .	1,619 38
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$3,481 56
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$38,568 45
Receipts from rentals of buildings and other property, . .	2,700 00
Receipts from advertising in cars, . . . . .	150 00
Other earnings from operation:	
Rental of cars, . . . . .	412 43
Old metal, . . . . .	196 80
GROSS EARNINGS FROM OPERATION, . . . . .	\$42,027 68
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$2,141 78
General office expenses and supplies, . . . . .	1,543 08
Legal expenses, . . . . .	250 00
Insurance, . . . . .	1,019 96

<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		\$6,763 80
Repair of electric line construction, . . . . .		967 96
Removal of snow and ice, . . . . .		1,436 78
Repair of buildings, . . . . .		4,505 81
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		1,242 95
Repair of electric equipment of cars, . . . . .		838 08
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .		6,956 20
Wages and compensation of persons employed in conducting transportation, . . . . .		12,873 54
Damages for injuries to persons and property, . . . . .		142 00
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$40,681 94</b>
<b>PROPERTY ACCOUNTS.</b>		
Additions to railway: new track to car house, 520 yards 60-pound rails in place 35-pound rails, and new joints, . . . . .		\$989 14
<b>Additions to equipment:</b>		
Additional cars (3 in number), . . . . .	\$4,591 46	
Electric equipment of same, . . . . .	3,810 00	
Other additions to equipment: air brakes, . . . . .	900 00	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>9,301 46</b>
<b>Additions to land and buildings:</b>		
Additional land necessary for operation of railway, . . . . .	\$700 00	
New buildings necessary for operation of railway, . . . . .	510 40	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>1,210 40</b>
Additions to other permanent property: furniture and tools, . . . . .		381 73
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$11,882 73</b>
<b>GENERAL BALANCE SHEET SEPTEMBER 30, 1899.</b>		
<b>ASSETS.</b>		<b>Dr.</b>
Cost of railway: roadway and tracks, . . . . .		\$102,654 87
Cost of equipment: cars and other rolling stock and vehicles, . . . . .		33,210 41
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$1,725 00	
Buildings necessary for operation of railway, . . . . .	6,314 04	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>8,039 04</b>
<b>Other permanent property:</b>		
Hotel Pilgrim, . . . . .	\$32,667 40	
Furniture and tools, . . . . .	381 73	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		<b>33,049 13</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$176,953 45</b>
<b>Cash and current assets:</b>		
Cash, . . . . .	\$2,519 11	
Bills and accounts receivable, . . . . .	1,133 82	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>3,652 93</b>



Miscellaneous assets : materials and supplies, . . . .	\$2,684 23
Profit and Loss balance (deficit), . . . . .	3,481 56
<b>TOTAL, . . . . .</b>	<b>\$186,772 17</b>
<b>LIABILITIES. Cr.</b>	
Capital stock, . . . . .	\$100,000 00
Funded debt, . . . . .	35,000 00
Real estate mortgages, . . . . .	7,000 00
Current liabilities :	
Loans and notes payable, . . . . .	\$37,000 00
Audited vouchers and accounts, . . . . .	6,086 84
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>	<b>43,086 84</b>
Accrued liabilities :	
Interest accrued and not yet due, . . . . .	\$533 75
Taxes accrued and not yet due, . . . . .	1,151 58
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>	<b>1,685 33</b>
<b>TOTAL, . . . . .</b>	<b>\$186,772 17</b>
<b>CAPITAL STOCK.</b>	
Capital stock authorized by law, . . . . .	\$100,000 00
Capital stock authorized by votes of company, . . . . .	100,000 00
Capital stock issued and outstanding, . . . . .	\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000
Number of stockholders, . . . . .	44
Number of stockholders in Massachusetts, . . . . .	40
Amount of stock held in Massachusetts, . . . . .	\$98,000 00

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Hotel Pilgrim, . . . . .	Per Cent. $5\frac{1}{2}$	Demand, . . . . .	\$7,000 00	\$385 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, 20-year, . . . . .	Per Cent. 5	Jan. 1, 1910, . . . . .	\$35,000 00	\$1,750 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	780,562
Number carried per mile of railway track operated, . . . . .	89,207
Number of round trips run, . . . . .	13,475
Number of car miles run, . . . . .	210,917
Average number of persons employed, . . . . .	24

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	6
Open passenger cars equipped for electric power, . . . .	9
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>15</b>
Number of all above cars with 4 wheels, . . . .	12
Number of all above cars with 8 wheels, . . . .	3
Number of cars equipped with fenders, . . . .	15
Number of cars equipped with heaters (electric), . . . .	6
Snow ploughs (electric), . . . .	1
Other railway rolling stock: open car body, . . . .	1
Other highway vehicles:	
Open road wagon, . . . .	1
Carts, . . . .	2
Electric motors, . . . .	30
Horses, . . . .	1
Harnesses (single), . . . .	2
Other items of equipment: tower wagon, . . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . .	8.750 miles.
Length of sidings, switches, etc., . . . .	.430 "
Total, computed as single track, . . . .	9.180 "

System of electric motive power in use by the company: single trolley; General Electric Company and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Plymouth and Kingston.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	-	1	-	7	-	8
Employees, . . . .	-	-	-	-	-	-
Other persons, . . . .	-	-	-	-	-	-
<b>TOTALS, . . . .</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>8</b>

## STATEMENT OF EACH ACCIDENT.

Man stepped from moving car; slightly injured.

Man stepped from moving car; slightly injured.

Man stepped from moving car; injured his head.

Woman stepped from moving car; slightly injured.

Woman stepped from moving car; slightly injured.

Car jumped track; woman slightly injured.

Boy jumped from moving car; slightly injured.

Boy stepped in front of moving car; slightly injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,  
PLYMOUTH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. Oliver E. Chapman, *Treasurer*, Plymouth, Mass. Eliot Wadsworth, *Clerk of Corporation*, 4 Post Office Square, Boston, Mass. William O. Chapman, *Superintendent*, 4 Post Office Square, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. Charles A. Stone, Newton, Mass. W. Cameron Forbes, Milton, Mass. Charles I. Litchfield, Plymouth, Mass. Henry W. Barnes, Plymouth, Mass. Edmund J. B. Huntoon, Canton, Mass. Oliver E. Chapman, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. FRENCH,  
E. J. B. HUNTOON,  
CHARLES I. LITCHFIELD,  
OLIVER E. CHAPMAN,  
W. CAMERON FORBES,  
CHARLES A. STONE,

*Directors.*

OLIVER E. CHAPMAN,

*Treasurer.*

W. O. CHAPMAN,

*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1899. Then personally appeared the above-named Charles H. French, E. J. B. Huntoon, Oliver E. Chapman, W. Cameron Forbes, W. O. Chapman, Charles A. Stone and Charles I. Litchfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. E. TRIPP,  
*Justice of the Peace.*

## REPORT

OF THE

## PLYMOUTH &amp; SANDWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation May 28, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$4,130 20
Operating expenses, . . . . .	3,009 09
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,121 11
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans, . . . . .	\$245 00
Taxes, . . . . .	394 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	639 50
Surplus for the year ending September 30, 1899, . . . . .	\$481 61
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$481 61
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$4,130 20
GROSS EARNINGS FROM OPERATION, . . . . .	\$4,130 20
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$65 00
General office expenses and supplies, . . . . .	18 95
Other general expenses, . . . . .	165 45
Maintenance of roadway and buildings : repair of roadbed and track, . . . . .	331 47
Transportation expenses :	
Cost of electric motive power, . . . . .	849 34
Wages and compensation of persons employed in conducting transportation, . . . . .	1,166 45
Other transportation expenses : rent of car from Plymouth & Kingston Street Railway Company, . . . . .	412 43
TOTAL OPERATING EXPENSES, . . . . .	\$3,009 09

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway :		
Roadway and tracks and electric line construction, including poles, wiring, feeder lines, etc., . . . . .	\$29,840 58	
Engineering and other expenses incident to construction, . . . . .	1,254 29	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$31,094 87
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$1,822 01	
Electric equipment of same, . . . . .	1,981 73	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		3,803 74
TOTAL PERMANENT INVESTMENTS, . . . . .		\$34,898 61
Cash and current assets : cash, . . . . .		2,976 47
TOTAL, . . . . .		\$37,875 08
LIABILITIES.		Cr.
Capital stock, . . . . .		\$25,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$11,836 47	
Audited vouchers and accounts, . . . . .	557 00	
TOTAL CURRENT LIABILITIES, . . . . .		12,393 47
Profit and Loss balance (surplus), . . . . .		481 61
TOTAL, . . . . .		\$37,875 08
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	45,000 00	
Capital stock issued and outstanding, . . . . .		\$25,000 00
Number of shares issued and outstanding, . . . . .	250	
Number of stockholders, . . . . .	28	
Number of stockholders in Massachusetts, . . . . .	26	
Amount of stock held in Massachusetts, . . . . .	\$21,000 00	

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	43,775
Number carried per mile of main railway track operated, . . . . .	9,920
Number of round trips run, . . . . .	2,002
Number of car miles run, . . . . .	17,755
Average number of persons employed, . . . . .	6
Company commenced operation May 28, 1899.	

## DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power, . . . .	2
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	2
Number of all above cars with 8 wheels, . . . . .	2
Number of cars equipped with fenders, . . . . .	2
Electric motors, . . . . .	4

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER.)

Length of railway line, . . . . .	4.413 miles.
Length of sidings, switches, etc., . . . . .	.213 "
Total, computed as single track, . . . . .	4.626 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.161 miles.
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System of electric motive power in use by the company: Thomson-Houston.  
Names of the several cities and towns in which the railways operated by the  
company are located: Plymouth.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY,

235 FRANKLIN STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Taylor, *President*, 235 Franklin Street, Boston, Mass. William H. Brine, *Treasurer*, 1 Tremont Street, Boston, Mass. William H. Hawley, *Clerk of Corporation*, State House, Boston, Mass. Daniel E. Damon, *General Counsel*, Plymouth, Mass. B. F. Sherburne, *Acting Superintendent*, Plymouth, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Taylor, 274 Commonwealth Avenue, Boston, Mass. William H. Brine, 134 Highland Avenue, Somerville, Mass. Thomas E. Cornish, Plymouth, Mass. William H. Hawley, Malden, Mass. Daniel E. Damon, Plymouth, Mass. William B. Arnold, North Abington, Mass. Thomas Arnold, North Abington, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

H. B. TAYLOR,  
WILLIAM B. ARNOLD,  
THOMAS ARNOLD,  
WILLIAM H. HAWLEY,  
WILLIAM H. BRINE,

*Directors.*

WILLIAM H. BRINE,

*Treasurer.*

BENJAMIN F. SHERBURNE,

*Acting Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 27, 1899. Then personally appeared the above-named Horace B. Taylor, William B. Arnold, Thomas Arnold, William H. Hawley and William H. Brine, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. E. DAMON,

*Justice of the Peace.*

# REPORT

## OF THE

### PROVIDENCE & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$62,094 64
Operating expenses, . . . . .	38,585 74
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$23,508 90
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$7,097 22
Interest and discount on unfunded debts and loans, . . . . .	2,404 82
Taxes :	
State and local, . . . . .	\$1,891 91
Excise, . . . . .	617 95
	2,509 86
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	12,011 90
NET DIVISIBLE INCOME, . . . . .	\$11,497 00
Dividends declared (2½ per cent), . . . . .	4,375 00
Surplus for the year ending September 30, 1899, . . . . .	\$7,122 00
Amount of surplus September 30, 1898, . . . . .	20,451 06
	\$27,573 06
Credits to profit and loss account during the year :	
Stock, general, . . . . .	\$307 73
Adjustment of old account, . . . . .	600 00
	907 73
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$28,480 79
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$61,794 64
Receipts from advertising in cars, . . . . .	300 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$62,094 64

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,883 35
General office expenses and supplies, . . . . .	441 36
Legal expenses, . . . . .	136 75
Insurance, . . . . .	2,650 76
Other general expenses: commissions, associations, etc., .	1,923 16
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	2,361 06
Repair of electric line construction, . . . . .	382 65
Removal of snow and ice, . . . . .	1,445 61
Repair of buildings, . . . . .	166 83
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	2,138 78
Repair of electric equipment of cars, . . . . .	2,417 83
Transportation expenses:	
Cost of electric motive power, . . . . .	8,904 68
Wages and compensation of persons employed in conducting transportation, . . . . .	9,522 78
Damages for injuries to persons and property, . . . . .	1,007 35
Tolls for trackage over other railways, . . . . .	3,003 67
Other transportation expenses: supplies, etc., . . . . .	199 12
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$38,585 74</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$188,049 51	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	70,636 36	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$258,685 87</b>
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .		58,042 61
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$45,877 23	
Electric power stations, equipment, . . . . .	65,753 07	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>111,630 30</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$428,358 78</b>
Cash and current assets: cash, . . . . .		6,002 20
Miscellaneous assets:		
Materials and supplies, . . . . .	\$307 73	
Other assets and property: prepaid insurance, etc., . . . . .	1,976 00	
<b>TOTAL MISCELLANEOUS ASSETS, . . . . .</b>		<b>2,283 73</b>
<b>TOTAL, . . . . .</b>		<b>\$436,644 71</b>
LIABILITIES.		Cr.
Capital stock, . . . . .		\$175,000 00
Funded debt, . . . . .		150,000 00
Current liabilities: loans and notes payable, . . . . .		79,000 00

Accrued liabilities :		
Interest accrued and not yet due, bonds, . . . . .	\$625 00	
Taxes accrued and not yet due, . . . . .	3,138 92	
Miscellaneous current liabilities : outstanding tickets, . . . . .	400 00	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>\$4,163 92</b>
Profit and Loss balance (surplus), . . . . .		28,480 79
<b>TOTAL, . . . . .</b>		<b>\$436,644 71</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$175,000 00	
Capital stock authorized by votes of company, . . . . .	175,000 00	
Capital stock issued and outstanding, . . . . .		\$175,000 00
Number of shares issued and outstanding, . . . . .	1,750	
Number of stockholders, . . . . .	9	
Number of stockholders in Massachusetts, . . . . .	8	
Amount of stock held in Massachusetts, . . . . .	\$174,900 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Sept. 1, 1918, .	\$150,000 00	\$7,097 22

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year, . . . . .	1,219,170
Number carried per mile of main track operated, . . . . .	81,626
Number of round trips run, . . . . .	9,278
Number of car miles run, . . . . .	259,788
Average number of persons employed, . . . . .	25

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	8
Open passenger cars equipped for electric power, . . . . .	12
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>20</b>
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	20
Number of cars equipped with fenders, . . . . .	20
Number of cars equipped with heaters (electric), . . . . .	8
Snow ploughs (electric), . . . . .	3
Electric motors, . . . . .	54

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 13.272	Miles. 1.664	Miles. 14.936
Length of sidings, switches, etc., . . . . .	.580	-	.580
TOTAL, COMPUTED AS SINGLE TRACK, . . . .	13.852	1.664	15.516

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	2.352 miles.
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System of electric motive power in use by the company : overhead trolley ;  
General Electric Company.

Names of the several cities and towns in which the railways operated by the  
company are located : Taunton, Dighton, Rehoboth and Seekonk.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	3	-	3	-	6
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	2	1	2	1
TOTALS, . . . . .	-	3	2	4	2	7

## STATEMENT OF EACH ACCIDENT.

*Oct. 8, 1898.* — Team and car; driver injured.

*April 17, 1899.* — Man fell trying to board car.

*April 19.* — Trolley pole fell; two passengers injured.

*June 20.* — Man jumped off car to get his hat.

*July 3.* — Man on running-board struck by passing car.

*August 2.* — Deaf man walked in front of car; killed.

*August 18.* — Man jumped from moving car.

*August 29.* — Man asleep on track; died from injuries.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & TAUNTON STREET RAILWAY COMPANY,

FALL RIVER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. Robert S. Goff, *Vice-President and General Manager*, Fall River, Mass. Herbert H. Read, *Treasurer and Clerk of Corporation*, Fall River, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. Philip L. Saltonstall, Milton, Mass. James F. Shaw, Newburyport, Mass. A. B. Williams, Taunton, Mass. F. E. Perkins, Providence, R. I. Robert S. Goff, Fall River, Mass. Herbert H. Read, Fall River, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBERT S. GOFF,  
ALFRED B. WILLIAMS,  
HERBERT H. READ,  
JAS. F. SHAW,  
P. L. SALTONSTALL,  
*Directors.*  
HERBERT H. READ,  
*Treasurer.*  
GEORGE F. SEIBEL,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 1, 1899. Then personally appeared the above-named Robert S. Goff, Alfred B. Williams, Herbert H. Read and George F. Seibel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK S. HALL,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 2, 1899. Then personally appeared the above-named James F. Shaw and P. L. Saltonstall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L P. SNOW,  
*Justice of the Peace.*



## REPORT

OF THE

## QUINCY &amp; BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$175,216 16
Operating expenses, . . . . .	110,682 52
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$64,533 64
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$8,658 76
Taxes:	
State and local, . . . . .	\$9,417 09
Commutation, . . . . .	3,816 37
	13,233 46
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	21,892 22
NET DIVISIBLE INCOME, . . . . .	\$42,641 42
Dividends declared (7 per cent on \$500,000), . . . . .	35,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$7,641 42
Amount of surplus September 30, 1898, . . . . .	50,000 00
Credits to profit and loss account during the year: Braintree Street Railway Company capital stock, . . . . .	\$16,600 00
Debits to profit and loss account during the year: Braintree Street Railway Company (deficit), . . . . .	\$7,818 04
Adjustment 1898 tax account, . . . . .	7,845 62
TOTAL DEBITS, . . . . .	15,663 66
NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . . .	936 34
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$58,577 76
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$169,523 37
Receipts from carriage of mails, . . . . .	573 42
Receipts from tolls for use of tracks by other companies, . . . . .	2,630 89
Receipts from rentals of buildings and other property, . . . . .	1,988 51
Receipts from advertising in cars, . . . . .	499 97
GROSS EARNINGS FROM OPERATION, . . . . .	\$175,216 16

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks, . . . . .		\$5,687 81
General office expenses and supplies, . . . . .		2,196 18
Legal expenses, . . . . .		1,798 93
Insurance, . . . . .		3,493 67
Other general expenses, . . . . .		6,931 47
Maintenance of roadway and buildings:		
Repair of roadbed and track, . . . . .		4,097 17
Repair of electric line construction, . . . . .		1,921 02
Removal of snow and ice, . . . . .		4,587 12
Repair of buildings, . . . . .		776 78
Maintenance of equipment: repair of cars and other vehicles,		14,942 92
Transportation expenses:		
Cost of electric motive power, \$17,616.83; less power sold, \$2,988.46; net, . . . . .		14,628 37
Provender for horses, . . . . .		388 13
Wages and compensation of persons employed in conduct- ing transportation, . . . . .		44,594 48
Damages for injuries to persons and property, . . . . .		3,686 36
Tolls for trackage over other railways, . . . . .		521 14
Rentals of buildings and other property, . . . . .		430 97
TOTAL OPERATING EXPENSES, . . . . .		\$110,682 52
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 2,449 feet), . . . . .	\$15,294 80	
Extension of tracks, Braintree consolidation, . . . . .	83,833 28	
New electric line construction, . . . . .	5,100 00	
New electric line construction, Braintree con- solidation, . . . . .	19,200 00	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$123,428 08
Additions to equipment:		
Additional cars (6 in number), . . . . .	\$12,012 29	
Additional cars, Braintree consolidation, . . . . .	13,200 00	
Electric equipment of same, . . . . .	8,110 52	
Electric equipment, Braintree consolidation, . . . . .	15,964 43	
Other additions to equipment: tools, \$657.72; tools transferred and other assets and property, \$1,010 49, . . . . .	1,668 21	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		50,955 45
Additions to land and buildings:		
Additional land necessary for operation of railway, . . . . .	\$5,501 15	
Additional land necessary, Braintree consoli- dation, . . . . .	3,557 25	
Additional equipment of power stations, . . . . .	3,135 39	
Additional equipment, Braintree consoli- dation, . . . . .	2,089 43	
New buildings necessary for operation of rail- way, . . . . .	20,594 92	
Other new buildings, Braintree consolidation, . . . . .	9,031 32	
TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .		43,909 46
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$218,292 99

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$452,541	79
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	69,870	50
Engineering and other expenses incident to construction, . . . . .	6,585	39
TOTAL COST OF RAILWAY OWNED, . . . . .		\$528,997 68
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$70,544	72
Electric equipment of same, . . . . .	72,153	86
Horses, . . . . .	478	04
Other items of equipment: tools, . . . . .	4,358	21
TOTAL COST OF EQUIPMENT OWNED, . . . . .		147,534 83
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$103,217	91
Electric power stations, including equipment, . . . . .	106,569	16
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		209,787 07
TOTAL PERMANENT INVESTMENTS, . . . . .		\$886,319 58
Cash and current assets:		
Cash, . . . . .	\$18,612	77
Bills and accounts receivable, . . . . .	2,717	84
Other cash and current assets: prepaid taxes, . . . . .	3,186	66
TOTAL CASH AND CURRENT ASSETS, . . . . .		24,517 27
Miscellaneous assets: materials and supplies, . . . . .		13,028 65
TOTAL, . . . . .		\$923,865 50
LIABILITIES.		CR.
Capital stock, . . . . .		\$583,400 00
Funded debt (Braintree Street Railway), . . . . .		35,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$223,000	00
Audited vouchers and accounts, . . . . .	23,887	74
TOTAL CURRENT LIABILITIES, . . . . .		246,887 74
Profit and Loss balance (surplus), . . . . .		58,577 76
TOTAL, . . . . .		\$923,865 50
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$583,400	00
Capital stock authorized by votes of company, . . . . .	583,400	00
Capital stock issued and outstanding, . . . . .		\$576,500 00
Number of shares issued and outstanding, . . . . .	5,765	
Number of stockholders, . . . . .	46	
Number of stockholders in Massachusetts, . . . . .	46	
Amount of stock held in Massachusetts, . . . . .	\$576,500	00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds (Braintree), . . .	Per Cent. 6	July 25, 1914,	\$35,000 00	\$2,100 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,590,477
Number carried per mile of main railway track operated, . . .	91,540
Number of round trips run, . . . . .	85,478
Number of car miles run, . . . . .	693,273
Average number of persons employed, . . . . .	135

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	28
Open passenger cars equipped for electric power, . . . .	36
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>64</b>
Construction, repair and other work cars, . . . . .	4
Number of cars equipped with fenders, . . . . .	64
Number of cars equipped with heaters (electric), . . . .	28
Snow ploughs (electric), . . . . .	4
Electric motors, . . . . .	91
Horses, . . . . .	2
Harnesses (double, 1; single, 2), . . . . .	3
Other items of equipment: 1 walkaway, 2 tower wagons, .	3

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	37.179	.881	38.060
Length of second main track, . . . . .	1.163	-	1.163
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>38.342</b>	<b>.881</b>	<b>39.223</b>
Length of sidings, switches, etc., . . . . .	2.017	-	2.017
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>40.359</b>	<b>.881</b>	<b>41.240</b>

System of electric motive power in use by the company: Thomson-Houston.  
Names of the several cities and towns in which the railways operated by the  
company are located: Quincy, Weymouth, Milton, Boston, Randolph,  
Holbrook and Braintree.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, . . . .	3	1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	6	-	11	-	17
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	5	-	5
TOTALS, . . . . .	-	6	-	16	-	22

## STATEMENT OF EACH ACCIDENT.

Oct. 17, 1898. — Rear-end collision; one passenger injured.

October 19. — Lady fell while leaving car.

Jan. 19, 1899. — Car struck buggy; injured lady driver.

April 30. — Man jumped from moving car.

May 15. — Intoxicated man fell from car.

May 26. — Car struck team; killed horse, injured driver.

June 16. — Lady stepped from moving car and fell.

June 21. — Car struck team; injured driver.

June 28. — Lady fell in leaving car.

July 1. — Child (five years old) ran in front of car wheel; foot cut off.

July 7. — Lady stepped off car and fell.

July 23. — Man jumped from moving car and fell.

August 1. — Team drove in front of car; demolished buggy, injured driver.

August 15. — Man fell from moving car.

August 21. — Lady fell while leaving car.

September 13. — Man jumped from moving car and fell.

September 24. — Head-on collision, slightly injuring five passengers.

September 27. — Lady stepped from moving car and fell.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

QUINCY & BOSTON STREET RAILWAY COMPANY,  
QUINCY, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. William G. A. Pattee, *General Counsel*, Quincy, Mass. Roger H. Wilde, *Auditor*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Thos. H. McDonnell, Quincy, Mass. Patrick F. Sullivan, Lowell, Mass. John A. Duggan, Quincy, Mass. Joseph H. Goodspeed, Boston, Mass. Fred'k H. Smith, Quincy, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. GOODSPEED,  
JOHN R. GRAHAM,  
JOHN F. MERRILL,  
JOHN A. DUGGAN,  
THOS. H. McDONNELL,  
FRED'K H SMITH,  
P. F. SULLIVAN,

*Directors.*

FRED'K H. SMITH,

*Treasurer.*

BENJ. J. WEEKS,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Nov. 1, 1899. Then personally appeared the above-named Joseph H. Goodspeed, John R. Graham, John F. Merrill, John A. Duggan, Thomas H. McDonnell and Patrick F. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared Fred'k H. Smith, the above-named, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANCIS A. DEWSON,

*Justice of the Peace.*



## REPORT

OF THE

## READING &amp; LOWELL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$17,923 51
Operating expenses, . . . . .	20,549 14
NET DEFICIT FROM OPERATION, . . . . .	\$2,625 63
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$3,754 86
Taxes:	
State and local, . . . . .	\$591 75
Commutation, . . . . .	177 76
	769 51
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	4,524 37
Deficit for the year ending September 30, 1899, . . . .	\$7,150 00
Amount of deficit September 30, 1898, . . . . .	6,699 14
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$13,849 14
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$17,798 55
Receipts from advertising in cars, . . . . .	124 96
GROSS EARNINGS FROM OPERATION, . . . . .	\$17,923 51
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$965 08
General office expenses and supplies, . . . . .	229 39
Insurance, . . . . .	1,804 17
Other general expenses: measuring and making blue prints of track, etc., . . . . .	68 01
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	533 45
Repair of electric line construction, . . . . .	328 04
Removal of snow and ice, . . . . .	854 79

<b>Maintenance of equipment:</b>	
Repair of cars and other vehicles, . . . . .	\$742 10
Repair of electric equipment of cars, . . . . .	1,021 64
<b>Transportation expenses:</b>	
Cost of electric motive power, . . . . .	5,180 66
Wages and compensation of persons employed in conducting transportation, . . . . .	5,978 96
Damages for injuries to persons and property, . . . . .	2,740 93
Tolls for trackage over other railways, . . . . .	10 94
Other transportation expenses: amusements, etc., . . . . .	90 98
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$20,549 14</b>

#### PROPERTY ACCOUNTS.

Additions to railway: telephone line, . . . . .	\$60 86
Additions to equipment: electric equipment of cars, . . . . .	100 36
Additions to other permanent property: legal and engineering expense, . . . . .	67 32
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$228 54</b>

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

##### ASSETS.

Dr.

<b>Cost of railway:</b>	
Roadway and tracks, . . . . .	\$118,073 33
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	18,505 74
Engineering and other expenses incident to construction, . . . . .	3,741 00
Other items of railway cost: telephone line, . . . . .	60 86
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$140,380 93</b>
<b>Cost of equipment:</b>	
Cars and other rolling stock and vehicles, . . . . .	\$8,284 51
Electric equipment of same, . . . . .	4,929 87
Other items of equipment: fenders, heaters, etc., . . . . .	1,437 30
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>14,651 68</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$155,032 61</b>
<b>Cash and current assets:</b>	
Cash, . . . . .	\$3,768 45
Bills and accounts receivable, . . . . .	9 58
Other cash and current assets:	
Prepaid insurance, . . . . .	75 83
Prepaid tax, . . . . .	197 25
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>	<b>4,051 11</b>
<b>Miscellaneous assets: materials and supplies, . . . . .</b>	<b>529 00</b>
<b>Profit and Loss balance (deficit), . . . . .</b>	<b>13,849 14</b>
<b>TOTAL, . . . . .</b>	<b>\$173,461 86</b>

LIABILITIES.		CR.	
Capital stock, . . . . .			\$100,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$70,154 15		
Audited vouchers and accounts, . . . . .	3,129 95		
TOTAL CURRENT LIABILITIES, . . . . .			73,284 10
Accrued liabilities: taxes accrued and not yet due, . . . . .			177 76
TOTAL, . . . . .			\$173,461 86
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$100,000 00		
Capital stock authorized by votes of company, . . . . .	100,000 00		
Capital stock issued and outstanding, . . . . .			\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000		
Number of stockholders, . . . . .	11		
Number of stockholders in Massachusetts, . . . . .	11		
Amount of stock held in Massachusetts, . . . . .	\$100,000 00		

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	353,245
Number carried per mile of main railway track operated, . . . . .	29,830
Number of round trips run, . . . . .	5,948
Number of car miles run, . . . . .	140,837
Average number of persons employed, . . . . .	15

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	3
Open passenger cars equipped for electric power, . . . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	7
Number of all above cars with 8 wheels, . . . . .	4
Number of cars equipped with fenders, . . . . .	7
Number of cars equipped with heaters (electric), . . . . .	3
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	12

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	11.842 miles.
Length of sidings, switches, etc., . . . . .	.126 "
Total, computed as single track, . . . . .	11.968 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.664 miles.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Reading, Wilmington and Billerica.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

Nov. 23, 1898. — Woman fell in alighting from moving car; shaken up.

Aug. 30, 1899. — Woman fell in alighting from moving car; shaken up.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

READING & LOWELL STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Elwin C. Foster, *Vice-President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,

*Directors.*

CHARLES WILLIAMS,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,

*Justice of the Peace.*

# REPORT

## OF THE

### ROCKLAND & ABINGTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 15, 1899.

[Consolidated with the Hanover July 15, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$57,232 08
Operating expenses, . . . . .	50,281 66
NET EARNINGS FROM OPERATION, . . . . .	\$6,950 42
Miscellaneous income: sale of old metal, . . . . .	224 29
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$7,174 71
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$4,750 00
Interest and discount on unfunded debts and loans, . . . . .	2,883 93
Taxes, . . . . .	1,588 02
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	9,221 95
Deficit for the period ending July 15, 1899, . . . . .	\$2,047 24
Amount of surplus September 30, 1898, . . . . .	4,542 66
Debits to profit and loss account during the year: account charged off, . . . . .	133 64
TOTAL SURPLUS JULY 15, 1899, . . . . .	\$2,361 78
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$55,247 15
Receipts from carriage of mails, . . . . .	383 71
Receipts from tolls for use of tracks by other companies, . . . . .	1,252 35
Receipts from rentals of buildings and other property, . . . . .	82 00
Receipts from advertising in cars, . . . . .	225 00
Receipts from interest on deposits, . . . . .	41 87
GROSS EARNINGS FROM OPERATION, . . . . .	\$57,232 08
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$2,429 16
General office expenses and supplies, . . . . .	1,066 09
Legal expenses, . . . . .	1,355 00
Insurance, . . . . .	1,907 33
Other general expenses: printing and advertising, . . . . .	314 54



Maintenance of roadway and buildings :		
Repair of roadbed and track, . . . . .		\$1,741 05
Repair of electric line construction, . . . . .		273 36
Removal of snow and ice, . . . . .		3,229 16
Repair of buildings, . . . . .		96 25
Maintenance of equipment :		
Repair of cars and other vehicles, . . . . .		2,026 93
Repair of electric equipment of cars, . . . . .		2,745 31
Renewal of horses, harnesses, shoeing, etc., . . . . .		52 43
Transportation expenses :		
Cost of electric motive power, \$16,746.17; less power sold, \$1,868.40; net, . . . . .		15,377 77
Wages and compensation of persons employed in conducting transportation, . . . . .		13,699 75
Damages for injuries to persons and property, . . . . .		618 00
Tolls for trackage over other railways, . . . . .		600 31
Other transportation expenses :		
Other employees, . . . . .	\$2,322 29	
Oil and grease, . . . . .	108 56	
Fuel and water, . . . . .	318 37	
		2,749 22
TOTAL OPERATING EXPENSES, . . . . .		\$50,281 66

## PROPERTY ACCOUNTS.

Additions to railway :*		
Extension of tracks (length, 3,412 feet), . . . . .	\$17,879 23	
New electric line construction (length, 8,692 feet), . . . . .	10,411 52	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$28,290 75
Additions to equipment :		
Additional cars (2 in number), . . . . .	\$3,368 87	
Electric equipment of same, . . . . .	2,247 17	
Other additions to equipment : miscellaneous equipment, . . . . .	2,708 75	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		8,324 79
Additions to land and buildings : new electric power stations, including machinery, etc., . . . . .		19,352 46
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$55,968 00

## GENERAL BALANCE SHEET JULY 15, 1899.

	ASSETS.	DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$145,972 85	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	29,924 98	
Interest accrued during construction of railway, . . . . .	881 15	
Engineering and other expenses incident to construction, . . . . .	5,880 83	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$182,659 81

\* Abolition of grade crossing and additional bonding of rails.

Cost of equipment :		
Cars and other rolling stock and vehicles, .	\$44,671 30	
Electric equipment of same, . . . . .	29,211 93	
Horses, . . . . .	128 90	
Other items of equipment: miscellaneous equipment and furniture, . . . . .	5,736 23	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		\$79,748 36
Cost of land and buildings :		
Land necessary for operation of railway, .	\$811 70	
Electric power stations, including equipment, .	32,616 10	
Other buildings necessary for operation of railway, . . . . .	23,119 17	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		56,546 97
Other permanent property: dwelling house, . . . . .		1,350 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$320,305 14
Cash and current assets :		
Cash, . . . . .	\$1,229 48	
Bills and accounts receivable, . . . . .	1,866 69	
Other cash and current assets: advance insurance premiums, . . . . .	570 11	
TOTAL CASH AND CURRENT ASSETS, . . . . .		3,666 28
Miscellaneous assets: materials and supplies, . . . . .		2,812 25
TOTAL, . . . . .		\$326,783 67
LIABILITIES.		CR.
Capital stock, . . . . .		\$120,000 00
Funded debt, . . . . .		100,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$88,200 00	
Audited vouchers and accounts, . . . . .	14,575 65	
TOTAL CURRENT LIABILITIES, . . . . .		102,775 65
Accrued liabilities :		
Interest accrued and not yet due, . . . . .	\$1,233 33	
Taxes accrued and not yet due, . . . . .	412 91	
TOTAL ACCRUED LIABILITIES, . . . . .		1,646 24
Profit and Loss balance (surplus), . . . . .		2,361 78
TOTAL, . . . . .		\$326,783 67
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$120,000 00	
Capital stock authorized by votes of company, . . . . .	120,000 00	
Capital stock issued and outstanding, . . . . .		\$120,000 00
Number of shares issued and outstanding, . . . . .	1,200	
Number of stockholders, . . . . .	19	
Number of stockholders in Massachusetts, . . . . .	13	
Amount of stock held in Massachusetts, . . . . .	\$57,200 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . .	6	May 1, 1915, .	\$100,000 00	\$4,750 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,104,948
Number carried per mile of main railway track operated, .	60,058
Number of round trips run, . . . . .	31,986
Number of car miles run, . . . . .	314,934
Average number of persons employed, . . . . .	55

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	16
Open passenger cars equipped for electric power, . . .	16
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>32</b>
Number of all above cars with 8 wheels, . . . . .	6
Number of cars equipped with fenders, . . . . .	32
Number of cars equipped with heaters (electric, 7; stoves, 7),	14
Snow ploughs (electric), . . . . .	4
Other railway rolling stock: 1 tower wagon, 1 snow leveller,	
1 express wagon, 1 tip cart, 1 pung, . . . . .	5
Electric motors, . . . . .	36
Horses, . . . . .	1
Harnesses (single), . . . . .	2
Other items of equipment: furniture, safes, car appliances,	
punches, tools, etc.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	16.524	1.348	17.872
Length of second main track, . . . . .	.526	-	.526
<b>TOTAL LENGTH OF MAIN TRACK, . . .</b>	<b>17.050</b>	<b>1.348</b>	<b>18.398</b>
Length of sidings, switches, etc., . . . . .	1.201	-	1.201
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . .</b>	<b>18.251</b>	<b>1.348</b>	<b>19.599</b>

System of electric motive power in use by the company: single trolley; Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Rockland, Abington, Whitman and Weymouth.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Abington, on North Avenue, . . . . .	4	1
With New York, New Haven & Hartford Railroad, at Rockland, on Union Street, . . . . .	1	1
With New York, New Haven & Hartford Railroad, at Whitman, on South Avenue, . . . . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	8	3

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	13	-	5	-	18
Employees, . . . . .	-	1	-	-	-	1
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	14	-	7	-	21

## STATEMENT OF EACH ACCIDENT.

*Nov. 21, 1898.* — Man stepped from car while in motion; foot injured.  
*Jan. 18, 1899.* — Man stepped from car while in motion; head slightly cut.  
*February 16.* — Man struck by snow plough; leg slightly injured.  
*February 28.* — Man tried to board moving car; hand and leg injured.  
*March 16.* — Car derailed; passengers injured.  
*March 26.* — Collision of cars; three passengers injured.  
*March 29.* — Man stepped from moving car; face injured.  
*April 17.* — Car derailed; six passengers injured, motorman's leg broken.  
*May 25.* — Woman stepped from car while in motion; injured.  
*May 28.* — Collision of team and car; man and woman injured.  
*June 6.* — Car derailed; man injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKLAND & ABINGTON STREET RAILWAY COMPANY,  
 ROCKLAND, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert L. Register, *President*, Philadelphia, Pa. Charles N. Cobb, *Treasurer*, Abington, Mass. Gardner F. Wells, *Clerk of Corporation*, Hingham, Mass. George W. Kelley, *General Counsel*, Rockland, Mass. Albert H. Walcott, *General Manager and Superintendent*, North Abington, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa.  
Gardner F. Wells, Hingham, Mass. Charles N. Cobb, Abington, Mass.  
John Spence, Rockland, Mass. Arthur H. Brooks, Boston, Mass. John J.  
Whipple, Brockton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true

CHAS. N. COBB,  
JOHN J. WHIPPLE,  
GARDNER F. WELLS,  
ARTHUR H. BROOKS,  
*Directors.*  
CHAS. N. COBB,  
*Treasurer.*  
ALBERT H. WALCOTT,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 2, 1899. Then personally appeared the above-named Chas. N. Cobb, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, GRANVILLE R. FARRAR,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 4, 1899. Then personally appeared the above-named Gardner F. Wells and Albert H. Walcott, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. W. KELLEY,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 6, 1899. Then personally appeared the above-named John J. Whipple, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, RICHARD W. NUTTER,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1899. Then personally appeared the above-named Arthur H. Brooks, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, J. J. MYERS,  
*Notary Public.*

# REPORT

## OF THE

### ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$30,072 21
Operating expenses, . . . . .	21,152 65
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$8,919 56
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,053 33
Taxes:	
State and local, . . . . .	\$1,479 38
Commutation, . . . . .	600 35
	2,079 73
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,133 06
NET DIVISIBLE INCOME, . . . . .	\$5,786 50
Dividends declared (3 per cent), . . . . .	3,000 00
Surplus for the year ending September 30, 1899, . . .	\$2,786 50
Amount of surplus September 30, 1898, . . . . .	9,510 92
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$12,297 42
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$30,018 90
Receipts from advertising in cars, . . . . .	53 31
GROSS EARNINGS FROM OPERATION, . . . . .	\$30,072 21
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,140 82
General office expenses and supplies, . . . . .	158 73
Other general expenses: measuring and making blue prints of track, etc., . . . . .	138 66
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	568 02
Repair of electric line construction, . . . . .	106 05
Removal of snow and ice, . . . . .	696 15



Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	\$1,108 31
Repair of electric equipment of cars, . . . . .	17 00
Transportation expenses :	
Cost of electric motive power, . . . . .	7,588 13
Wages and compensation of persons employed in conducting transportation, . . . . .	7,261 39
Damages for injuries to persons and property, . . . . .	114 00
Tolls for trackage over other railways, . . . . .	615 11
Rentals of buildings and other property, . . . . .	500 00
Other transportation expenses : printing, amusements, etc., . . . . .	1,140 28
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$21,152 65</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$73,886 49	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	15,175 06	
Engineering and other expenses incident to construction, . . . . .	3,122 49	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$92,184 04</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$9,150 00	
Electric equipment of same, . . . . .	7,250 00	
Other items of equipment, . . . . .	3,141 02	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>19,541 02</b>
Cost of land and buildings : land necessary for operation of railway, electric power stations, including equipment, and other buildings necessary for operation of railway, . . . . .		13,246 73
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$124,971 79</b>
Cash and current assets :		
Cash, . . . . .	\$9,246 79	
Bills and accounts receivable, . . . . .	397 93	
Other cash and current assets : prepaid tax, . . . . .	493 12	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>10,137 84</b>
<b>TOTAL, . . . . .</b>		<b>\$135,109 63</b>
LIABILITIES.		CR.
Capital stock, . . . . .		\$100,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$17,500 00	
Audited vouchers and accounts, . . . . .	4,711 86	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>22,211 86</b>
Accrued liabilities : taxes accrued and not yet due, . . . . .		600 35
Profit and Loss balance (surplus), . . . . .		12,297 42
<b>TOTAL, . . . . .</b>		<b>\$135,109 63</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	\$100,000 00
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .	. . . . .	
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	7	
Number of stockholders in Massachusetts, . . . . .	7	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year, . . . . .	600,462
Number carried per mile of main railway track operated, . . . . .	80,405
Number of round trips run, . . . . .	9,798
Number of car miles run, . . . . .	146,968
Average number of persons employed, . . . . .	10

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power, . . . . .	4
Open passenger cars equipped for electric power, . . . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	8
Number of cars equipped with fenders, . . . . .	8
Number of cars equipped with heaters (electric), . . . . .	4
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	16

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	6.708	.760	7.468
Length of sidings, switches, etc., . . . . .	.080	-	.080
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	6.788	.760	7.548

System of electric motive power in use by the company: Westinghouse and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Gloucester and Rockport.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Cape Ann Granite Railroad, Rockport, . . . . .	1	1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	3	-	3
TOTALS, . . . . .	-	-	-	3	-	3

## STATEMENT OF EACH ACCIDENT.

July 24, 1899. — Team collided with car; two men in team injured.

September 29. — Man ran in front of car; slightly injured.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKPORT STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

## REPORT

OF THE

## SALEM &amp; WAKEFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$10,756 24
Operating expenses, . . . . .	10,672 62
NET EARNINGS FROM OPERATION, . . . . .	\$83 62
Miscellaneous income: from Suntaug Park, . . . . .	1,393 41
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,477 03
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,886 47
Taxes:	
State and local, . . . . .	\$402 39
Commutation, . . . . .	106 37
	508 76
Other deductions from income: Suntaug Park expenses, . . . . .	2,494 34
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	4,889 57
Deficit for the year ending September 30, 1899, . . . . .	\$3,412 54
Amount of surplus September 30, 1898, . . . . .	1,623 57
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$1,788 97
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$10,731 24
Receipts from advertising in cars, . . . . .	25 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$10,756 24
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$410 50
General office expenses and supplies, . . . . .	29 26

General expenses — *Concluded.*

Insurance, . . . . .	\$440 58
Other general expenses: measuring of and blue prints of track, etc., . . . . .	349 57
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	260 88
Repair of electric line construction, . . . . .	137 36
Removal of snow and ice, . . . . .	438 17
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	635 53
Repair of electric equipment of cars, . . . . .	40 19
Transportation expenses:	
Cost of electric motive power, . . . . .	3,087 29
Wages and compensation of persons employed in conducting transportation, . . . . .	4,237 45
Damages for injuries to persons and property, . . . . .	25 41
Tolls for trackage over other railways, . . . . .	455 15
Other transportation expenses: printing time tables, oil, waste, etc., . . . . .	125 28
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$10,672 62</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks, . . . . .	\$80 75
Other additions to railway: legal and engineering expenses, . . . . .	20 50
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$101 25</b>
Additions to equipment: additional cars, . . . . .	165 00
Additions to other permanent property: Suntaug Park, . . . . .	7,624 43
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$7,890 68</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$67,701 14	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,586 72	
Engineering and other expenses incident to construction, . . . . .	2,178 57	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$84,466 43</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$8,203 18	
Electric equipment of same, . . . . .	6,502 20	
Other items of equipment: heaters, fenders, etc., . . . . .	481 32	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>15,186 70</b>
Other permanent property: park account, . . . . .		7,624 43
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$107,277 56</b>

<b>Cash and current assets :</b>		
Cash, . . . . .	\$2,266 60	
Bills and accounts receivable, . . . . .	8 65	
<b>Other cash and current assets :</b>		
Prepaid tax, . . . . .	134 13	
Prepaid insurance, . . . . .	560 42	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$2,969 80
<b>Profit and Loss balance (deficit),</b> . . . . .		1,788 97
<b>TOTAL,</b> . . . . .		<b>\$112,036 33</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$75,000 00
<b>Current liabilities :</b>		
Loans and notes payable, . . . . .	\$35,103 61	
Audited vouchers and accounts, . . . . .	1,826 35	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		36,929 96
<b>Accrued liabilities : taxes accrued and not yet due,</b> . . . . .		106 37
<b>TOTAL,</b> . . . . .		<b>\$112,036 33</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$75,000 00	
Capital stock authorized by votes of company, . . . . .	75,000 00	
Capital stock issued and outstanding, . . . . .		\$75,000 00
Number of shares issued and outstanding, . . . . .	750	
Number of stockholders, . . . . .	10	
Number of stockholders in Massachusetts, . . . . .	10	
Amount of stock held in Massachusetts, . . . . .	\$75,000 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	207,514
Number carried per mile of main railway track operated, . . . . .	33,346
Number of round trips run, . . . . .	7,188
Number of car miles run, . . . . .	86,255
Average number of persons employed, . . . . .	8

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	3
Open passenger cars equipped for electric power, . . . . .	4
<b>TOTAL PASSENGER CARS OF ALL KINDS,</b> . . . . .	<b>7</b>
Number of cars equipped with fenders, . . . . .	7
Number of cars equipped with heaters (electric), . . . . .	3
Electric motors, . . . . .	12



## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.223 miles.
Length of sidings, switches, etc., . . . . .	.140 "
Total, computed as single track, . . . . .	6.363 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.019 miles.
-----------------------------------	-------------

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Saugus, Lynnfield and Peabody.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	2	-	2
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	-	-	2	-	2

## STATEMENT OF EACH ACCIDENT.

*April 29, 1899.* — Man jumped from moving car; shaken up.

*July 9.* — Man fell while alighting from car; dragged a few feet, shaken up.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SALEM & WAKEFIELD STREET RAILWAY COMPANY,  
333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Elwin C. Foster, *Vice-President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Elwin C. Foster, Lynn, Mass.  
Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass.  
Edwin L. Stone, Lynn, Mass.

---

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*

---

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

## REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$12,896 38
Operating expenses, . . . . .	7,872 00
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$5,024 38
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$2,989 50
Interest and discount on unfunded debts and loans, . . . . .	468 57
Taxes, . . . . .	233 51
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	3,691 58
Surplus for the year ending September 30, 1899, . . . . .	\$1,332 80
Amount of deficit September 30, 1898, . . . . .	936 95
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$395 85
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$7,179 25
Receipts from carriage of mails, . . . . .	305 36
Receipts from carriage of freight, . . . . .	5,404 27
Receipts from advertising in cars, . . . . .	7 50
GROSS EARNINGS FROM OPERATION, . . . . .	\$12,896 38
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$267 96
General office expenses and supplies, . . . . .	42 78
Insurance, . . . . .	309 48
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	1,052 64
Repair of electric line construction, . . . . .	58 13
Removal of snow and ice, . . . . .	193 88
Repair of buildings, . . . . .	24 03

Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$116 61
Repair of electric equipment of cars, . . . . .	227 84
Transportation expenses:	
Cost of electric motive power, . . . . .	1,015 44
Wages and compensation of persons employed in conducting transportation, \$2,316.53; transferring freight, \$1,772 59, . . . . .	4,089 12
Damages for injuries to persons and property, . . . . .	67 50
Rentals of buildings and other property, . . . . .	100 00
Other transportation expenses:	
Sundry expense, . . . . .	164 35
Amusements, . . . . .	142 24
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$7,872 00</b>

## PROPERTY ACCOUNTS.

Additions to railway: salaries and engineering account, . . . . .	\$528 90
Additions to equipment: hand car, \$40; trucks for open car body, \$372, . . . . .	412 00
Additions to land and buildings:	
Additional land necessary for operation of railway, . . . . .	\$225 00
New buildings necessary for operation of railway, . . . . .	8 99
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>233 99</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$1,174 89</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$51,344 86	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	13,995 23	
Interest accrued during construction of railway, . . . . .	5,414 79	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$70,754 88</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$7,187 72	
Electric equipment of same, . . . . .	3,498 92	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>10,686 64</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$2,030 67	
Electric power stations, including equipment, . . . . .	21,517 37	
Other buildings necessary for operation of railway, . . . . .	2,465 64	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>26,013 68</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$107,455 20</b>

<b>Cash and current assets :</b>		
Cash, . . . . .	\$261 09	
Bills and accounts receivable, . . . . .	379 02	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$640 11
Miscellaneous assets : materials and supplies, . . . . .		768 84
<b>TOTAL,</b> . . . . .		<b>\$108,864 15</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$50,000 00
Funded debt, . . . . .		50,000 00
<b>Current liabilities :</b>		
Loans and notes payable, . . . . .	\$7,580 00	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	258 00	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		<b>7,838 00</b>
<b>Accrued liabilities :</b>		
Interest accrued and not yet due, . . . . .	\$414 69	
Taxes accrued and not yet due, . . . . .	215 61	
<b>TOTAL ACCRUED LIABILITIES,</b> . . . . .		<b>630 30</b>
Profit and Loss balance (surplus), . . . . .		395 85
<b>TOTAL,</b> . . . . .		<b>\$108,864 15</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$50,000 00	
Capital stock authorized by votes of company, . . . . .	50,000 00	
Capital stock issued and outstanding, . . . . .		\$50,000 00
Number of shares issued and outstanding, . . . . .	500	
Number of stockholders, . . . . .	102	
Number of stockholders in Massachusetts, . . . . .	98	
Amount of stock held in Massachusetts, . . . . .	\$41,400 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,* . . . . .	Per Cent. 6	Sept. 1, 1916,	\$50,000 00	\$2,989 50

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	162,598
Number carried per mile of main railway track operated, . . . . .	24,900
Number of round trips run, . . . . .	4,746
Number of car miles run, . . . . .	30,887
Average number of persons employed, . . . . .	11

\* Bonds may be paid at option of the company after September 1, 1901.

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	2	
Open passenger cars equipped for electric power, . . .	2	
Total, . . . . .		4
Box passenger cars equipped for trailers, . . .	1	
Open passenger cars equipped for trailers, . . .	1	
Total, . . . . .		2
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>		<b>6</b>
Construction, repair and other work cars, . . .		1
Number of all above cars with 8 wheels, . . .		2
Other railway rolling stock:		
Box freight cars, . . . . .		4
Flat freight cars, . . . . .		4
Electric motors, . . . . .		6

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	6.530 miles.
Length of sidings, switches, etc., . . . . .	.480 "
Total, computed as single track, . . . . .	7.010 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	2.550 miles.
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System of electric motive power in use by the company: Westinghouse.  
Names of the several cities and towns in which the railways operated by the  
company are located: Shelburne and Colrain.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
<b>TOTALS, . . . . .</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>

## STATEMENT OF EACH ACCIDENT.

May 13, 1899.—Four-year-old boy, in a play wagon, was accidentally pushed under a moving car by his brother; lost part of his toes on left foot and forefinger of left hand.



## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,  
SHELBURNE FALLS, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Fred. E. Merrick, *Treasurer*, Shelburne Falls, Mass. Edwin Baker, *Clerk of Corporation*, Shelburne Falls, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. H. B. Upton, *Superintendent*, Shelburne Falls, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass. F. J. Canedy, Shelburne Falls, Mass. Edwin Baker, Shelburne Falls, Mass. F. L. Davenport, Shelburne Falls, Mass. J. C. Wood, Shelburne Falls, Mass. H. Newell, Shelburne Falls, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

LORENZO GRISWOLD,  
CHARLES A. MARCY,  
EDWIN BAKER,  
J. C. WOOD,  
F. L. DAVENPORT,  
H. NEWELL,  
F. J. CANEDY,

*Directors.*

F. E. MERRICK,

*Treasurer.*

H. B. UPTON,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 17, 1899. Then personally appeared the above-named Lorenzo Griswold, F. J. Canedy, J. C. Wood, F. L. Davenport, H. Newell, Edwin Baker, C. A. Marcy, H. B. Upton and F. E. Merrick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. W. JENKS,  
*Justice of the Peace.*

# REPORT

## OF THE

### SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway, . . . . .		\$9,180 00
Dividends declared (6 per cent), . . . . .		\$9,180 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		DR.
Cost of railway, . . . . .		\$153,000 00
TOTAL, . . . . .		\$153,000 00
LIABILITIES.		CR.
Capital stock, . . . . .		\$153,000 00
TOTAL, . . . . .		\$153,000 00
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$153,000 00	
Capital stock authorized by votes of company, . . . . .	153,000 00	
Capital stock issued and outstanding, . . . . .		\$153,000 00
Number of shares issued and outstanding, . . . . .	3,060	
Number of stockholders, . . . . .	6	
Number of stockholders in Massachusetts, . . . . .	6	
Amount of stock held in Massachusetts, . . . . .	\$153,000 00	
RAILWAY OWNED.		
Length of railway line, . . . . .		6.356 miles.
Length of second main track, . . . . .		1.424 "
Total length of main track, . . . . .		7.780 "
Length of sidings, switches, etc., . . . . .		.253 "
Total, computed as single track, . . . . .		8.033 "

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,  
101 MILK STREET, ROOM 706, BOSTON, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. Q. Bennett, *President*, 40 Water Street, Boston, Mass. J. H. Studley, Jr.,  
*Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Josiah Q. Bennett, Cambridge, Mass. Prentiss Cummings, Brookline, Mass.  
Henry F. Woods, Boston, Mass. Joseph H. Goodspeed, Boston, Mass. John  
H. Studley, Jr., Malden, Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

JOSIAH Q. BENNETT,  
HENRY F. WOODS,  
JOHN H. STUDLEY, JR.,  
JOSEPH H. GOODSPEED,  
PRENTISS CUMMINGS,

*Directors.*

JOHN H. STUDLEY, JR.,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 11, 1899. Then personally appeared the above-  
named Josiah Q. Bennett, Henry F. Woods, Joseph H. Goodspeed, Prentiss  
Cummings and John H. Studley, Jr., and severally made oath that the fore-  
going certificate by them subscribed is, to the best of their knowledge and  
belief, true.

Before me,

CHAS. S. BAXTER,

*Justice of the Peace.*

# REPORT

## OF THE

### SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$29,361 75
Operating expenses, . . . . .	20,342 39
NET EARNINGS FROM OPERATION, . . . . .	\$9,019 36
Miscellaneous income: receipts at park, . . . . .	1,145 28
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$10,164 64
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$3,000 00
Interest and discount on unfunded debts and loans, . . . . .	279 76
Taxes, . . . . .	968 19
Other deductions from income: maintenance of park, . . . . .	3,588 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	7,835 95
NET DIVISIBLE INCOME, . . . . .	\$2,328 69
Dividends declared (4 per cent), . . . . .	2,400 00
Deficit for the year ending September 30, 1899, . . . . .	\$71 31
Amount of surplus September 30, 1898, . . . . .	4,098 35
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$4,027 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$28,670 70
Receipts from carriage of mails, . . . . .	302 90
Receipts from carriage of express and parcels, . . . . .	245 40
Receipts from advertising in cars, . . . . .	142 75
GROSS EARNINGS FROM OPERATION, . . . . .	\$29,361 75
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$720 00
General office expenses and supplies, . . . . .	208 18
Insurance, . . . . .	1,632 70

<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		\$861 10
Repair of electric line construction, . . . . .		222 09
Removal of snow and ice, . . . . .		749 35
Repair of buildings, . . . . .		9 69
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		722 95
Repair of electric equipment of cars, . . . . .		319 55
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .		5,900 78
Wages and compensation of persons employed in conducting transportation, . . . . .		8,979 50
Damages for injuries to persons and property, . . . . .		16 50
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$20,342 39</b>
<b>PROPERTY ACCOUNTS.</b>		
Additions to railway: extension of tracks and new electric line construction, . . . . .		\$137 61
Additions to equipment: additional cars and electric equipment of same, . . . . .		2,153 27
<b>Additions to land and buildings:</b>		
Additional equipment of power stations, . . . . .	\$2,996 91	
New buildings necessary for operation of railway, . . . . .	68 97	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>3,065 88</b>
Additions to other permanent property: pleasure resort, . . . . .		733 70
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$6,090 46</b>
<b>GENERAL BALANCE SHEET SEPTEMBER 30, 1899.</b>		
<b>ASSETS.</b>		<b>DR.</b>
<b>Cost of railway:</b>		
Roadway and tracks, . . . . .	\$71,767 63	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	16,266 56	
Engineering and other expenses incident to construction, . . . . .	3,000 00	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$91,034 19</b>
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .		21,584 15
<b>Cost of land and buildings:</b>		
Land necessary for operation of railway, . . . . .	\$610 00	
Electric equipment at power station, . . . . .	7,682 33	
Buildings necessary for operation of railway, . . . . .	4,945 08	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>13,237 41</b>
Other permanent property: pleasure resort, . . . . .		5,104 18
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$130,959 93</b>
Cash and current assets: cash, . . . . .		250 33
Miscellaneous assets: materials and supplies, . . . . .		2,066 78
<b>TOTAL, . . . . .</b>		<b>\$133,277 04</b>

LIABILITIES.		Cr.	
Capital stock, . . . . .			\$60,000 00
Funded debt, . . . . .			60,000 00
Current liabilities: loans and notes payable, . . . . .			8,500 00
Accrued liabilities: interest accrued and not yet due, . . . . .			750 00
Profit and Loss balance (surplus), . . . . .			4,027 04
<b>TOTAL, . . . . .</b>			<b>\$133,277 04</b>
<b>CAPITAL STOCK.</b>			
Capital stock authorized by law, . . . . .	\$60,000 00		
Capital stock authorized by votes of company, . . . . .	60,000 00		
Capital stock issued and outstanding, . . . . .			\$60,000 00
Number of shares issued and outstanding, . . . . .	600		
Number of stockholders, . . . . .	53		
Number of stockholders in Massachusetts, . . . . .	52		
Amount of stock held in Massachusetts, . . . . .	\$58,500 00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, 20-year gold bonds, .	Per Cent. 5	Jan. 1, 1917,	\$60,000 00	\$3,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	581,461
Number carried per mile of main railway track operated, .	75,047
Number of round trips run, . . . . .	10,307
Number of car miles run, . . . . .	144,298
Average number of persons employed, . . . . .	15

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	6
Open passenger cars equipped for electric power, . . . . .	5
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>11</b>
Construction, repair and other work cars, . . . . .	1
Number of cars equipped with fenders, . . . . .	11
Number of cars equipped with heaters (electric), . . . . .	6
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	20



## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	7.595 miles.
Length of second main track, . . . . .	.153 "
Total length of main track, . . . . .	7.748 "
Length of sidings, switches, etc., . . . . .	.262 "
Total, computed as single track, . . . . .	8.010 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Southbridge and Sturbridge.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,  
SOUTHBRIDGE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Calvin D. Paige, *President and Treasurer*, Southbridge, Mass. John M. Cochran, *Clerk of Corporation and General Counsel*, Southbridge, Mass. Albert H. Wheeler and Channing M. Wells, *Auditors*. Herbert H. Morse, *Superintendent*.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass. Francis L. Chapin, Southbridge, Mass. Jacob Booth, Southbridge, Mass. Henry C. Cady, Southbridge, Mass. Albert H. Wheeler, Southbridge, Mass. Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CALVIN D. PAIGE,  
JACOB BOOTH,  
GEO. W. WELLS,  
A. H. WHEELER,  
F. L. CHAPIN,

*Directors.*

CALVIN D. PAIGE,  
*Treasurer.*  
HERBERT H. MORSE,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 17, 1899. Then personally appeared the above-named Calvin D. Paige, Jacob Booth, Geo. W. Wells, A. H. Wheeler, F. L. Chapin and Herbert H. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. M. COCHRAN,  
*Justice of the Peace.*

# REPORT

## OF THE

### SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$60,251 73
Operating expenses, . . . . .	39,479 08
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$20,772 65
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$5,000 00
Interest and discount on unfunded debts and loans, . . . . .	2,461 87
Taxes, . . . . .	2,120 73
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	9,582 60
NET DIVISIBLE INCOME, . . . . .	\$11,190 05
Dividends declared (6 per cent), . . . . .	6,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$5,190 05
Amount of surplus September 30, 1898, . . . . .	9,360 67
Debits to profit and loss account during the year :	
General expenses, . . . . .	\$130 52
Bills receivable, . . . . .	37 05
TOTAL DEBITS, . . . . .	167 57
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$14,383 15
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$59,662 70
Receipts from carriage of mails, . . . . .	200 00
Receipts from carriage of express and parcels, . . . . .	18 00
Receipts from rentals of buildings and other property, . . . . .	135 00
Receipts from advertising in cars, . . . . .	229 13
Other earnings from operation : miscellaneous, . . . . .	6 90
GROSS EARNINGS FROM OPERATION, . . . . .	\$60,251 73
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,975 23
General office expenses and supplies, . . . . .	584 53

<b>General expenses — <i>Concluded.</i></b>		
Legal expenses, . . . . .		\$157 24
Insurance, . . . . .		2,976 42
Other general expenses, . . . . .		1,584 98
<b>Maintenance of roadway and buildings :</b>		
Repair of roadbed and track, . . . . .		2,998 17
Repair of electric line construction, . . . . .		617 17
Removal of snow and ice, . . . . .		2,359 15
Repair of buildings, . . . . .		61 75
<b>Maintenance of equipment :</b>		
Repair of cars and other vehicles, . . . . .		1,321 91
Repair of electric equipment of cars, . . . . .		2,166 95
<b>Transportation expenses :</b>		
Cost of electric motive power, \$11,636.69 ; less power sold, \$6,460.97 ; net, . . . . .		5,175 72
Wages and compensation of persons employed in conducting transportation, . . . . .		15,795 85
Damages for injuries to persons and property, . . . . .		328 40
Other transportation expenses, . . . . .		375 61
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$39,479 08</b>
<b>PROPERTY ACCOUNTS.</b>		
Additions to railway : new electric line construction, . . . . .		\$116 99
<b>Additions to equipment :</b>		
Additional cars (1 in number), . . . . .	\$1,200 00	
Electric equipment of cars, . . . . .	929 91	
Other additional rolling stock and vehicles, . . . . .	341 40	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>2,471 31</b>
<b>Additions to land and buildings :</b>		
Addition to buildings necessary for operation of railway, . . . . .	\$2,398 55	
Addition to power station, and equipment, . . . . .	4,002 07	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>6,400 62</b>
Additions to other permanent property : office fixtures, . . . . .		221 00
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>9,209 92</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : roadbed and track, . . . . .</b>		<b>16 20</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$9,193 72</b>
<b>GENERAL BALANCE SHEET SEPTEMBER 30, 1899.</b>		
<b>ASSETS.</b>		<b>DR.</b>
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$107,616 29	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	30,928 69	
Engineering and other expenses incident to construction, . . . . .	3,591 68	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$142,136 66</b>
<b>Cost of equipment : cars and other rolling stock and vehicles and electric equipment of same, . . . . .</b>		<b>59,399 39</b>

Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$5,500 00	
Electric power stations, including equipment, . . . . .	48,545 72	
Other buildings necessary for operation of railway, . . . . .	11,391 19	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>\$65,436 91</b>
Other permanent property:		
West Natick pavilion, . . . . .	\$500 00	
Office fixtures, . . . . .	474 43	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		<b>974 43</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$267,947 39</b>
Cash and current assets:		
Cash, . . . . .	\$2,068 61	
Bills and accounts receivable, . . . . .	1,307 22	
Other cash and current assets: prepaid insurance and interest, . . . . .	915 62	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>4,291 45</b>
Miscellaneous assets: materials and supplies, . . . . .		1,982 89
<b>TOTAL, . . . . .</b>		<b>\$274,221 73</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$100,000 00
Funded debt, . . . . .		100,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$53,000 00	
Audited vouchers and accounts, . . . . .	3,960 12	
Salaries and wages, . . . . .	449 43	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>57,409 55</b>
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$1,206 48	
Taxes accrued and not yet due, . . . . .	1,222 55	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>2,429 03</b>
Profit and Loss balance (surplus), . . . . .		14,383 15
<b>TOTAL, . . . . .</b>		<b>\$274,221 73</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	41	
Number of stockholders in Massachusetts, . . . . .	38	
Amount of stock held in Massachusetts, . . . . .	\$99,200 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	Feb. 1, 1915, .	\$100,000 00	\$5,000 00

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	1,195,879
Number carried per mile of main railway track operated, .	92,353
Number of round trips run, . . . . .	10,765
Number of car miles run, . . . . .	279,898
Average number of persons employed, . . . . .	30

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	10
Open passenger cars equipped for electric power, . . . .	9
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	19
Number of cars equipped with fenders, . . . . .	19
Number of cars equipped with heaters (electric), . . . .	10
Snow ploughs (electric), . . . . .	3
Other highway vehicles: 1 road scraper, 2 repair wagons, .	3
Electric motors, . . . . .	28

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	12.949 miles.
Length of sidings, switches, etc., . . . . .	.596 "
Total, computed as single track, . . . . .	13.545 "

System of electric motive power in use by the company: General Electric; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Sherborn, Framingham, Ashland and Hopkinton.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad, Waverley Street, Framingham,*	2	1
With Boston & Albany Railroad, Waverley Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverley Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverley Street, Framingham,†	1	1
With New York, New Haven & Hartford Railroad, Ashland, . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	6	5

Number of above crossings at which *frogs* are inserted in the tracks, . 5

\* Have flagmen.

† Factory track.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	2	-	4
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	-	-	-
TOTALS, . . . . .	-	2	-	2	-	4

## STATEMENT OF EACH ACCIDENT.

Man pushed off moving car by a passenger.

Man slightly burned by sparks from overhead switch.

Woman jumped from moving car.

Woman jumped from moving car.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,

SOUTH FRAMINGHAM, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. James J. Valentine, *Treasurer and Clerk of Corporation*, South Framingham, Mass. John W. Sullivan, *Superintendent*, South Framingham, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. Francis Bigelow, Natick, Mass. Stephen A. Sweetland, Natick, Mass. Harvey H. Whitney, Natick, Mass. John M. Fiske, Natick, Mass. Granby A. Bridges, Worcester, Mass. James J. Valentine, Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,  
FRANCIS BIGELOW,  
S. A. SWEETLAND,  
JOHN M. FISKE,  
HARVEY H. WHITNEY,  
JAMES J. VALENTINE,  
*Directors.*  
JAMES J. VALENTINE,  
*Treasurer.*  
JOHN W. SULLIVAN,  
*Superintendent.*



## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. OCT. 28, 1899. Then personally appeared the above-named Francis Bigelow, S. A. Sweetland, John M. Fiske, Harvey H. Whitney and James J. Valentine, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. J. LUCEY,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. OCT. 30, 1899. Then personally appeared the above-named John W. Sullivan, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief,

Before me,

FRED. L. OAKS,  
*Notary Public.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1899. Then personally appeared the within-named W. B. Ferguson, and made oath that the foregoing certificate subscribed to by him is, to the best of his knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,  
*Justice of the Peace.*

## REPORT

OF THE

## SOUTH SHORE &amp; BOSTON STREET RAILWAY COMPANY

FOR TWO AND ONE-HALF MONTHS, ENDING SEPTEMBER 30, 1899.

[Name changed from Hanover. Commenced operation July 15, 1899.]

GENERAL EXHIBIT FOR THE PERIOD.	
Gross earnings from operation, . . . . .	\$64,998 58
Operating expenses, . . . . .	37,671 60
NET EARNINGS FROM OPERATION, . . . . .	\$27,326 98
Miscellaneous income: sale of old material, . . . . .	1,815 21
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$29,142 19
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$4,802 07
Interest and discount on unfunded debts and loans, . . . . .	387 12
Taxes, . . . . .	1,750 00
Payments to sinking and other special funds: accrued fire insurance, . . . . .	557 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	7,496 19
Surplus for two and one-half months, ending September 30, 1899,	\$21,646 00
Debits to profit and loss account during the year: deficits of the companies forming this consolidated company July 15, 1899, as per their books of that date, . . . . .	27,504 94
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$5,858 94
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$64,829 39
Receipts from carriage of mails, . . . . .	74 19
Receipts from rentals of buildings and other property, . . . . .	20 00
Receipts from advertising in cars, . . . . .	75 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$64,998 58
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$681 25
General office expenses and supplies, . . . . .	1,220 65
Legal expenses, . . . . .	62 50

<b>General expenses — <i>Concluded.</i></b>		
Insurance, . . . . .		\$594 07
Other general expenses: stationery and stamps, \$432.86; printing and advertising, \$489.92, . . . . .		922 78
<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		1,628 88
Repair of electric line construction, . . . . .		718 02
Repair of buildings, . . . . .		79 89
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		3,341 33
Repair of electric equipment of cars, . . . . .		2,318 33
Renewal of horses, harnesses, shoeing, etc., . . . . .		169 14
<b>Transportation expenses:</b>		
Cost of electric motive power, \$4,983.73; less power sold, \$94.78; net, . . . . .		4,888 95
Wages and compensation of persons employed in conducting transportation, . . . . .		19,161 37
Damages for injuries to persons and property, . . . . .		995 06
Tolls for trackage over other railways, . . . . .		471 39
Other transportation expenses: repairs power plant, . . . . .		417 99
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$37,671 60</b>
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway:</b>		
Extension of tracks, . . . . .	\$7,872 99	
New electric line construction, . . . . .	3,904 52	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$11,777 51</b>
<b>Additions to equipment:</b>		
Additional cars (2 in number), . . . . .	\$2,627 07	
Electric equipment of same, . . . . .	918 05	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>3,545 12</b>
<b>Additions to land and buildings:</b>		
Additional land necessary for operation of railway, . . . . .	\$726 75	
Additional equipment of power stations, . . . . .	1,563 75	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>2,290 50</b>
Additions to other permanent property: furniture, . . . . .		125 62
<b>Permanent property acquired from old roads by South Shore &amp; Boston at the time of consolidation:</b>		
<b>Cost of railway:</b>		
Braintree & Weymouth, . . . . .	\$156,240 31	
Bridgewater, Whitman & Rockland, . . . . .	148,076 33	
Hanover, . . . . .	47,408 18	
Hingham, . . . . .	317,574 58	
Rockland & Abington, . . . . .	182,659 81	
		\$851,959 21
<b>Cost of equipment:</b>		
Braintree & Weymouth, . . . . .	\$47,808 81	
Bridgewater, Whitman & Rockland, . . . . .	29,370 83	
Hanover, . . . . .	15,805 10	
Hingham, . . . . .	69,293 29	
Rockland & Abington, . . . . .	79,748 36	
		242,026 39

Permanent property acquired, etc. — *Concluded.*

## Cost of land and buildings:

Braintree &amp; Weymouth (including new power station, \$25,500), . . .

\$92,129 08

Bridgewater, Whitman &amp; Rockland, . . .

13,887 88

Hanover, . . .

4,122 69

Hingham, . . .

57,896 76

Rockland &amp; Abington, .

57,896 97

\$225,933 38

\$1,319,918 98

## NET ADDITION TO PROPERTY ACCOUNTS FOR THE PERIOD,

\$1,337,657 73

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

## ASSETS.

## DR.

## Cost of railway:

Roadway and tracks, . . . . . \$685,928 44

Electric line construction, including poles, wiring, feeder lines, etc., . . . . . 152,442 21

Engineering and other expenses incident to construction, . . . . . 20,084 59

Other items of railway cost: water works, etc., . . . . . 5,821 52

TOTAL COST OF RAILWAY OWNED, . . . . . \$864,276 76

## Cost of equipment:

Cars and other rolling stock and vehicles, . . . . . \$138,489 07

Electric equipment of same, . . . . . 106,810 70

Horses, . . . . . 228 90

TOTAL COST OF EQUIPMENT OWNED, . . . . . 245,528 67

## Cost of land and buildings:

Electric power stations, including equipment, . . . . . \$146,202 34

Other buildings necessary for operation of railway, . . . . . 81,649 96

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . . 227,852 30

TOTAL PERMANENT INVESTMENTS, . . . . . \$1,337,657 73

## Cash and current assets:

Cash, . . . . . \$19,136 33

Bills and accounts receivable, . . . . . 13,876 57

Sinking and other special funds, . . . . . 500 00

TOTAL CASH AND CURRENT ASSETS, . . . . . 33,512 90

Miscellaneous assets: materials and supplies, . . . . . 17,097 28

Profit and Loss balance (deficit), . . . . . 5,858 94

TOTAL, . . . . . \$1,394,126 85

## LIABILITIES.

## CR.

Capital stock, . . . . . \$690,000 00

Funded debt, . . . . . 489,000 00

<b>Current liabilities :</b>		
Loans and notes payable, . . . . .	\$184,186 58	
Audited vouchers and accounts, . . . . .	15,387 08	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		\$199,573 66
<b>Accrued liabilities :</b>		
Interest accrued and not yet due, . . . . .	\$8,218 67	
Taxes accrued and not yet due, . . . . .	6,614 70	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		14,833 37
Sinking and other special funds: accrued accident insurance,		719 82
<b>TOTAL, . . . . .</b>		<b>\$1,394,126 85</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$690,000 00	
Capital stock authorized by votes of company, . . . . .	690,000 00	
Capital stock issued and outstanding, . . . . .		\$594,700 00
Amount paid in on stock to be exchanged, . . . . .		95,300 00
<b>TOTAL CAPITAL STOCK LIABILITY, . . . . .</b>		<b>\$690,000 00</b>
Number of shares issued and outstanding, . . . . .	5,947	
Number of stockholders, . . . . .	149	
Number of stockholders in Massachusetts, . . . . .	140	
Amount of stock held in Massachusetts, . . . . .	\$293,200 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, Braintree & Weymouth Street Railway Co., . . . . .	5	March 1, 1917,	\$80,000 00	\$2,000 00
First mortgage bonds, Rockland & Abington Street Railway Co., . . . . .	6	May 1, 1915,	100,000 00	-
First mortgage bonds, Hingham Street Railway Co., . . . . .	5	June 1, 1916,	154,000 00	-
First mortgage bonds, Hull Street Railway Co., . . . . .	6	July 1, 1911,	20,000 00	-
First and consolidated mortgage bonds, South Shore & Boston Street Railway Co., . . . . .	5	Aug. 1, 1919,	50,000 00	-
First mortgage gold bonds, Bridgewater, Whitman & Rockland Street Railway Co., . . . . .	5	Nov. 1, 1917,	85,000 00	-
<b>TOTALS, . . . . .</b>			<b>\$489,000 00</b>	<b>\$2,000 00</b>

## SINKING AND OTHER SPECIAL FUNDS.

Additions during the period to accident insurance fund, . . . . .	\$719 82
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$719 82</b>

## VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the period,	1,296,587
Number carried per mile of main railway track operated, .	17,938
Number of round trips run, . . . . .	42,237
Number of car miles run, . . . . .	322,041
Average number of persons employed, . . . . .	188
Company commenced operation July 15, 1899.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	39
Open passenger cars equipped for electric power, . . . .	67
TOTAL PASSENGER CARS OF ALL KINDS, . . . .	106
Construction, repair and other work cars, . . . .	5
Number of all above cars with 8 wheels, . . . .	15
Number of cars equipped with fenders, . . . .	106
Number of cars equipped with heaters (electric), . . . .	32
Snow ploughs (electric, 11; horse, 1), . . . .	12
Carts and snow sleds (4 tip carts, 4 snow sleds), . . . .	8
Other highway vehicles:	
3 tower wagons, 2 snow levellers, . . . .	5
2 express wagons, 1 pung, . . . .	3
Electric motors, . . . .	165
Horses, . . . .	2
Harnesses (single), . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	63.289	6.604	69.893
Length of second main track, . . . . .	2.387	-	2.387
TOTAL LENGTH OF MAIN TRACK, . . . . .	65.676	6.604	72.280
Length of sidings, switches, etc., . . . . .	3.550	-	3.550
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	69.226	6.604	75.830

System of electric motive power in use by the company: single trolley; West-inghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Bridgewater, East Bridgewater, Abington, Whitman, Rockland, Hanover, Norwell, Weymouth, Braintree, Hingham and Hull.



## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (7 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Abington, on North Avenue,	4	1
With New York, New Haven & Hartford Railroad, at Rockland, on Union Street,	1	1
With New York, New Haven & Hartford Railroad, at Whitman, on South Avenue,	3	1
With New York, New Haven & Hartford Railroad, at Hingham,	2	1
With New York, New Haven & Hartford Railroad, at Weir River,	2	1
With New York, New Haven & Hartford Railroad, at Wade's Crossing,	2	1
With New York, New Haven & Hartford Railroad, at East Braintree,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	17	7

Number of above crossings at which *frogs* are inserted in the tracks, . . . 7

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	-	-	2
Employees, . . . . .	-	-	1	1	1	1
Other persons, . . . . .	-	-	1	4	1	4
TOTALS, . . . . .	-	2	2	5	2	7

## STATEMENT OF EACH ACCIDENT.

July 15, 1899. — Lady rode bicycle too near car; was struck; injury slight.

July 23. — Man stepped in front of car; very slightly injured.

July 26. — Conductor struck by pole; slightly injured.

July 30. — Man stepped in front of car and was killed.

August 22. — Car struck wagon; injured man and woman slightly.

August 27. — Collision of two cars; two persons slightly injured.

September 15. — Conductor fell off car and was killed.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH SHORE & BOSTON STREET RAILWAY COMPANY,  
ROCKLAND, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert L. Register, *President*, Philadelphia, Pa. John J. Whipple, *Vice-President*, Brockton, Mass. George A. W. Dodge, *Treasurer*, Rockland, Mass. Gardner F. Wells, *Clerk of Corporation and General Manager*, Rockland, Mass. Arthur H. Brooks, *General Counsel*, Boston, Mass. Albert H. Walcott, *Superintendent*, Rockland, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert L. Register, Philadelphia, Pa. John J. Whipple, Brockton, Mass.  
David Pepper, Jr., Philadelphia, Pa. George A. W. Dodge, Rockland, Mass.  
Oliver E. Williams, Boston, Mass. Clarence Burgin, Quincy, Mass. Herbert  
Nash, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

JOHN J. WHIPPLE,  
OLIVER E. WILLIAMS,  
CLARENCE BURGIN,  
HERBERT NASH,

*Directors.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 27, 1899. Then personally appeared the above-named  
John J. Whipple, Oliver E. Williams, Clarence Burgin and Herbert Nash, and  
severally made oath that the foregoing certificate by them subscribed is, to the  
best of their knowledge and belief, true.

Before me,

C. J. LUDDEN,

*Justice of the Peace.*

# REPORT

## OF THE

### SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$626,030 90
Operating expenses, . . . . .	433,488 62
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$192,542 28
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$22,500 00
Interest and discount on unfunded debts and loans, . . . . .	2,019 14
Taxes, . . . . .	47,291 07
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	71,810 21
NET DIVISIBLE INCOME, . . . . .	\$120,732 07
Dividends declared (8 per cent), . . . . .	116,672 00
Surplus for the year ending September 30, 1899, . . . . .	\$4,060 07
Amount of surplus September 30, 1898, . . . . .	263,161 33
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$267,221 40
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$620,061 95
Receipts from rentals of buildings and other property, . . . . .	3,568 95
Receipts from advertising in cars, . . . . .	2,400 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$626,030 90
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$20,008 00
General office expenses and supplies, . . . . .	1,237 18
Insurance, . . . . .	7,394 87
Other general expenses :	
Incidental expense, . . . . .	1,715 33
Street sprinkling, \$3,346.83; coal for heating, \$1,128.08,	4,474 91

Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	\$30,017 96
Repair of electric line construction, . . . . .	9,204 75
Removal of snow and ice, . . . . .	7,914 05
Repair of buildings, . . . . .	2,057 74
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	43,250 14
Repair of electric equipment of cars, . . . . .	22,478 33
Renewal of horses, harnesses, shoeing, etc., . . . . .	558 50
Transportation expenses:	
Cost of electric motive power, . . . . .	48,777 48
Wages and compensation of persons employed in conducting transportation, . . . . .	225,289 66
Damages for injuries to persons and property, . . . . .	9,109 72
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$433,488 62</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 14,282 feet), . . . . .	\$43,403 14
New electric line construction (length, 14,282 feet), . . . . .	11,176 76
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$54,579 90</b>
Additions to land and buildings: new electric power stations, including machinery, etc., . . . . .	75,479 41
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$130,059 31</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks, . . . . .	\$992,962 64
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	175,099 23
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$1,168,061 87</b>
Cost of equipment:	
Cars and other rolling stock and vehicles, . . . . .	\$436,425 73
Horses, . . . . .	1,290 00
Other items of equipment: sundry equipment, . . . . .	12,936 47
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>450,652 20</b>
Cost of land and buildings:	
Land and buildings necessary for operation of railway, . . . . .	\$323,952 80
Electric power stations, including equipment, . . . . .	379,979 25
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>	<b>703,932 05</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>	<b>\$2,322,646 12</b>
Miscellaneous assets: materials and supplies, . . . . .	10,335 20
<b>TOTAL, . . . . .</b>	<b>\$2,332,981 32</b>

LIABILITIES.										Cr.	
Capital stock,	.	.	.	.	.	.	.	.	.		\$1,458,400 00
Funded debt,	.	.	.	.	.	.	.	.	.		500,000 00
Current liabilities :											
Loans and notes payable,	.	.	.	.	.	.	.	.	.	\$75,000 00	
Audited vouchers and accounts,	.	.	.	.	.	.	.	.	.	32,359 92	
TOTAL CURRENT LIABILITIES,											107,359 92
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.		267,221 40
TOTAL,											\$2,332,981 32

CAPITAL STOCK.											
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$1,458,400 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	1,458,400 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.		\$1,458,400 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	14,584	
Number of stockholders,	.	.	.	.	.	.	.	.	.	396	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	351	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$1,353,600 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Twelve 15-year $4\frac{1}{2}$ per cent bonds of \$25,000 each, redeemable in 5 years at the option of the company, dated April 1, 1895,	$4\frac{1}{2}$	April 1, 1910,	\$300,000 00	\$13,500 00
Eight 20-year $4\frac{1}{2}$ per cent bonds of \$25,000 each, redeemable in 15 years at the option of the company, dated April 1, 1896,	$4\frac{1}{2}$	April 1, 1916,	200,000 00	9,000 00
TOTALS,	.	.	\$500,000 00	\$22,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	12,343,452
Number carried per mile of main railway track operated,	192,794
Number of round trips run,	323,439
Number of car miles run,	3,334,418
Average number of persons employed,	430

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	96
Open passenger cars equipped for electric power,	93
TOTAL PASSENGER CARS OF ALL KINDS,	189

Construction, repair and other work cars, . . . . .	14
Number of all above cars with 8 wheels, . . . . .	16
Number of cars equipped with fenders, . . . . .	198
Number of cars equipped with heaters (electric), . . . . .	96
Snow ploughs (electric), . . . . .	16
Other highway vehicles: 2 buggies, 4 sleighs, 4 wagons, . . . . .	10
Electric motors, . . . . .	414
Horses, . . . . .	8
Harnesses (double, 4; single, 3), . . . . .	7
Other items of equipment: 2 lathes; 1 wheel press; 1 Field spool winder; 1 10-horse-power stationary motor, shaft- ing, pulleys, belts, etc.	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	52.489 miles.
Length of second main track, . . . . .	11.535 "
Total length of main track, . . . . .	64.024 "
Length of sidings, switches, etc., . . . . .	4.676 "
Total, computed as single track, . . . . .	68.700 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	2.699 miles.
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System of electric motive power in use by the company: single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Springfield, West Springfield, Chicopee and Longmeadow.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz.:		
With New England Railroad at Boston Road, . . . . .	1	1
With spur track of Chapman Valve Manufacturing Company at Indian Orchard, used once a day for freight only, . . . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	2	2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	6	-	9	-	15
Employees, . . . . .	-	4	-	-	-	4
Other persons, . . . . .	-	-	-	7	-	7
TOTALS, . . . . .	-	10	-	16	-	26



## STATEMENT OF EACH ACCIDENT.

*Oct. 31, 1898.* — Collision of two cars; man and woman slightly injured.

*Jan. 24, 1899.* — Man stepped from rear of car directly in front of moving car on second track; bruised about head and shoulder.

*February 1.* — Woman stumbled over grip and fell on floor of car; bruised knees and arms.

*February 2.* — Conductor caught between bumpers of two cars; knee injured.

*March 15.* — Collision of car and team; driver's ankle hurt.

*March 27.* — Drunken man stepped in front of moving car; knocked down and injured about the head.

*May 20.* — Passenger removed front gate of car and jumped off; collar bone broken.

*May 31.* — Boy ran against side of moving car; thrown down and back injured.

*June 1.* — Woman stepped from moving car; fell and broke her wrist.

*June 8.* — Woman jumped from moving car; knee injured.

*June 15.* — Man attempted to board moving car; thrown and injured about head.

*June 24.* — Man attempted to throw himself under wheels of moving car; pushed aside by life-guard; two ribs fractured and head injured.

*June 30.* — Team pulled directly in front of moving car; driver hurt about head and legs.

*July 2.* — Conductor fell from running-board of car; side injured.

*July 9.* — Conductor brushed from running-board by plank in excavation in street; knee injured.

*July 19.* — Conductor started car while woman was getting off; head injured.

*July 28.* — Woman stepped from moving car; slightly injured.

*August 3.* — Woman attempted to board moving car; leg injured.

*August 15.* — Conductor started car as woman was getting off; thrown and injured on head and side.

*September 2.* — Collision of car and team; driver slightly injured.

*September 3.* — Child fell out of open car; slightly injured.

*September 4.* — Conductor fell from running-board of car; side and head injured.

*September 13.* — Two little girls ran from behind team directly in front of moving car; one was picked up on fender and the other rolled under it; both were slightly bruised.

*September 16.* — Collision of two cars; man injured.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Frederick Harris, *Treasurer*, Springfield, Mass. Jonathan Barnes, *Clerk of Corporation*, Springfield, Mass. Lucius E. Ladd, *Auditor*, Springfield, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. George M. Atwater, Springfield, Mass.  
Frederick Harris, Springfield, Mass. Alonzo Willard Damon, Springfield,  
Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,  
G. M. ATWATER,  
ALONZO WILLARD DAMON,  
FREDERICK HARRIS,

*Directors.*

FREDERICK HARRIS,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 12, 1899. Then personally appeared the above-named John Olmsted, George M. Atwater, Alonzo Willard Damon and Frederick Harris, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JONATHAN BARNES,

*Justice of the Peace.*

## REPORT

OF THE

## STOUGHTON &amp; RANDOLPH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.			DR.
Cost of railway :			
Electric line construction, including poles, wiring, feeder lines, etc., . . . .	\$47,500 00		
Engineering and other expenses incident to construction, . . . . .	1,000 00		
TOTAL COST OF RAILWAY OWNED, . . . . .		\$48,500 00	
Cash and current assets : cash, . . . . .		3,500 00	
TOTAL, . . . . .		\$52,000 00	
LIABILITIES.			CR.
Capital stock (amount paid in), . . . . .			
		\$52,000 00	
TOTAL, . . . . .		\$52,000 00	
CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$80,000 00		
Capital stock authorized by votes of company, . . . . .	80,000 00		
Amount paid in on 800 shares not yet issued, . . . . .		\$52,000 00	
Number of stockholders, . . . . .	50		
Number of stockholders in Massachusetts, . . . . .	50		
Amount of stock held in Massachusetts, . . . . .	\$52,000 00		

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOUGHTON & RANDOLPH STREET RAILWAY COMPANY,  
200 SUMMER STREET, ROOM 84, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Franklin Worcester, *President*, 25 Brattle Square, Cambridge, Mass. Frank Slater, *Vice-President*, Warren, Mass. Edward F. Draper, *Treasurer and Clerk of Corporation*, 128 Oliver Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin Worcester, Hollis, N. H. Frank Slater, Warren, Mass. Edward F. Draper, Weymouth, Mass. Edward C. Jenney, North Easton, Mass. Henry E. Holbrook, Stoughton, Mass. William L. Hodges, Stoughton, Mass. Marcus L. Urann, North Easton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANKLIN WORCESTER,  
EDWARD F. DRAPER,  
EDWARD C. JENNEY,  
FRANK SLATER,  
HENRY E. HOLBROOK,  
WILLIAM L. HODGES,

*Directors.*

EDWARD F. DRAPER,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 18, 1899. Then personally appeared the above-named Franklin Worcester, Edward F. Draper, Edward C. Jenney, Frank Slater, Henry E. Holbrook and William L. Hodges, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MARCUS L. URANN,

*Notary Public.*

# REPORT

## OF THE

### TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$80,507 12
Operating expenses, . . . . .	40,363 49
NET EARNINGS FROM OPERATION, . . . . .	\$40,143 63
Miscellaneous income: receipts from Sabbatia Park, . . . . .	3,995 55
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$44,139 18
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$27,500 00	
Interest and discount on unfunded debts and loans, . . . . .	6,408 75
Taxes:	
State and local, . . . . . \$1,462 72	
Commutation, . . . . . 713 27	
	2,175 99
Other deductions from income: Sabbatia Park maintenance, . . . . .	5,841 63
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	41,926 37
Surplus for the year ending September 30, 1899, . . . . .	\$2,212 81
Amount of deficit September 30, 1898, . . . . .	6,209 98
Debits to profit and loss account during the year:	
Horses, . . . . . \$1,700 00	
Depreciation on accounts receivable, . . . . .	4,086 00
Adjustments of interest, 1897 and 1898, . . . . .	9,053 90
Adjustments of old accounts, . . . . .	3,000 00
TOTAL DEBITS, . . . . .	17,839 90
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$21,837 07
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$71,326 93
Receipts from tolls for use of tracks by other companies, . . . . .	5,900 87
Receipts from advertising in cars, . . . . .	324 00
Other earnings from operation:	
Power surplus, . . . . .	2,716 91
Miscellaneous income, . . . . .	238 41
GROSS EARNINGS FROM OPERATION, . . . . .	\$80,507 12

## EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks, . . . . .	\$4,203 12
General office expenses and supplies, . . . . .	214 52
Legal expenses, . . . . .	393 51
Insurance, . . . . .	996 93
Other general expenses : miscellaneous general expense and advertising, . . . . .	2,427 47
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	3,353 31
Repair of electric line construction, . . . . .	810 28
Removal of snow and ice, . . . . .	1,144 29
Repair of buildings, . . . . .	387 16
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,716 48
Repair of electric equipment of cars, . . . . .	1,480 03
Renewal of horses, harnesses, shoeing, etc., . . . . .	26 70
Repairs and renewal of tools, . . . . .	257 58
Transportation expenses :	
Cost of electric motive power, \$15,135.22; less power sold, \$17,852.13.	
Provender for horses, . . . . .	492 22
Wages and compensation of persons employed in conducting transportation, . . . . .	19,479 78
Damages for injuries to persons and property, . . . . .	1,442 00
Rentals of buildings and other property, . . . . .	511 09
Other transportation expenses : miscellaneous car expenses and supplies, . . . . .	1,027 02
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$40,363 49</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (old accounts of construction), . . . . .	\$55,431 59
New electric line construction, . . . . .	676 11
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$56,107 70</b>
Additions to equipment :	
Electric equipment (motors and controllers), . . . . .	\$2,226 25
Other additional rolling stock and vehicles, . . . . .	231 67
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>2,457 92</b>
Additions to land and buildings : additional equipment of power stations, . . . . .	18,726 61
Additions to other permanent property : Sabbatia Park theatre, . . . . .	3,088 94
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$80,381 17</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
Horse account, . . . . .	\$2,105 50
Registers, . . . . .	125 00
Harnesses, . . . . .	14 50
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>2,245 00</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,</b>	<b>\$78,136 17</b>



## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$593,243	99
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	89,667	37
TOTAL COST OF RAILWAY OWNED, . . . . .		\$682,911 36
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$54,031	61
Electric equipment of same, . . . . .	53,786	68
Horses, . . . . .	113	45
Other items of equipment : harnesses, regis- ters and sundry, . . . . .	4,466	12
TOTAL COST OF EQUIPMENT OWNED, . . . . .		112,397 86
Cost of land and buildings : electric power stations, including equipment, . . . . .		
		156,827 11
Other permanent property : Sabbathia Park, . . . . .		60,710 49
TOTAL PERMANENT INVESTMENTS, . . . . .		\$1,012,846 82
Cash and current assets :		
Cash, . . . . .	\$6,300	70
Bills and accounts receivable, . . . . .	4,892	32
Other cash and current assets : prepaid taxes, . . . . .	474	40
TOTAL CASH AND CURRENT ASSETS, . . . . .		11,667 42
Miscellaneous assets :		
Materials and supplies, . . . . .	\$1,576	74
Other assets and property : office fixtures, . . . . .	940	87
TOTAL MISCELLANEOUS ASSETS, . . . . .		2,517 61
Profit and Loss balance (deficit), . . . . .		21,837 07
TOTAL, . . . . .		\$1,048,868 92
LIABILITIES.		CR.
Capital stock, . . . . .		
		\$350,000 00
Funded debt, . . . . .		
		550,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$132,422	89
Audited vouchers and accounts, . . . . .	9,043	01
Salaries and wages, . . . . .	720	15
Rentals due and unpaid (including rentals due October 1), . . . . .	200	00
Miscellaneous current liabilities :		
Ticket account, . . . . .	122	63
Conductors' deposits, . . . . .	40	00
TOTAL CURRENT LIABILITIES, . . . . .		142,548 68
Accrued liabilities : interest accrued and not yet due, . . . . .		6,320 24
TOTAL, . . . . .		\$1,048,868 92

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$350,000	00	\$350,000 00
Capital stock authorized by votes of company, . . . . .	350,000	00	
Capital stock issued and outstanding, . . . . .			
Number of shares issued and outstanding, . . . . .	3,500		
Number of stockholders, . . . . .		26	
Number of stockholders in Massachusetts, . . . . .		9	
Amount of stock held in Massachusetts, . . . . .	\$210,200	00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	Jan. 1, 1914,	\$350,000 00	\$17,500 00
Debenture bonds, . . . . .	5	March 1, 1914,	200,000 00	10,000 00
TOTALS, . . . . .			\$550,000 00	\$27,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,425,664
Number carried per mile of main railway track operated, . .	81,276
Number of round trips run, . . . . .	57,159
Number of car miles run, . . . . .	364,053
Average number of persons employed, . . . . .	75

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	12	30
Open passenger cars equipped for electric power, . . . . .	18	
Total, . . . . .		
Box passenger cars equipped for horse power, . . . . .	14	18
Open passenger cars equipped for horse power, . . . . .	4	
Total, . . . . .		
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .		48
Construction cars, with plough attachments, . . . . .	1	
Number of cars equipped with fenders, . . . . .	31	
Number of cars equipped with heaters (electric), . . . . .	12	
Snow ploughs (electric), . . . . .	2	
Other railway rolling stock: leveller, . . . . .	1	
Carts and snow sleds, . . . . .	3	
Other highway vehicles:		
Tower wagon, . . . . .	1	
Express wagon, carriage, . . . . .	2	
Electric motors, . . . . .	41	
Horses, . . . . .	1	
Harnesses (double, 1; single, 3), . . . . .	4	

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 14.011	Miles. .408	Miles. 14.419
Length of second main track, . . . . .	3.122	-	3.122
TOTAL LENGTH OF MAIN TRACK, . . . . .	17.133	.408	17.541
Length of sidings, switches, etc., . . . . .	1.263	-	1.263
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	18.396	.408	18.804

System of electric motive power in use by the company: General Electric.  
Names of the several cities and towns in which the railways operated by the company are located: Taunton.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad, viz.:		
At Oak Street, . . . . .	4	1
At Warren Street, . . . . .	2	1
At Winthrop Street, . . . . .	2	1
At Whittenton Street, . . . . .	2	1
At Weir Street (2 crossings), . . . . .	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	14	5

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	5	1	2	1	7
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	-	3	-	3
TOTALS, . . . . .	-	5	1	6	1	11

## STATEMENT OF EACH ACCIDENT.

Oct. 2, 1898. — Man jumped from moving car; died from injuries.

October 4. — Coal cart struck by a car; driver thrown from the seat; ankle injured.

Jan. 15, 1899. — Intoxicated man, lying on track, struck by car; leg injured.

April 10. — Two cars collided, slightly injuring five passengers.

April 11. — Boy, standing on platform, fainted and fell off the car; slightly injured.

July 8. — While a car was going around a curve, a man fell against the window, cutting his hand.

*August 7.* — Conductor fell from the running-board; collar bone broken and head injured.

*August 24.* — Coal cart struck by a car; driver slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,  
TAYLOR BUILDING, 14 CITY SQUARE, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick S. Hall, *President and General Counsel*, Taunton, Mass. Teresa V. Creed, *Treasurer*, Taunton, Mass. George F. Seibel, *Clerk of Corporation and Superintendent*, Taunton, Mass. Robert S. Goff, *General Manager*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Washburn, Taunton, Mass. Frederick S. Hall, Taunton, Mass. George N. Elmes, Taunton, Mass. James T. Claffy, Taunton, Mass. Edwin A. Tetlow, Taunton, Mass. William E. Dunbar, Taunton, Mass. Robert S. Goff, Fall River, Mass. Herbert H. Read, Fall River, Mass. Patrick F. Sullivan, Lowell, Mass. John N. Beckley, Rochester, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK S. HALL,  
GEO. N. ELMES,  
EDWIN A. TETLOW,  
JAMES T. CLAFFY,  
ROBERT S. GOFF,  
HERBERT H. READ,

*Directors.*

TERESA V. CREED,

*Treasurer.*

GEORGE F. SEIBEL,

*Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 3, 1899. Then personally appeared the above-named Frederick S. Hall, George N. Elmes, Edwin A. Tetlow, James T. Claffy, Teresa V. Creed and George F. Seibel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES J. NICHOLS,

*Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 3, 1899. Then personally appeared the above-named Robert S. Goff and Herbert H. Read, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

L. ELMER WOOD,

*Justice of the Peace.*

## REPORT

OF THE

## TAUNTON &amp; BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$54,314 73
Operating expenses, . . . . .	34,897 81
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$19,416 92
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$5,000 00
Interest and discount on unfunded debts and loans, . . . . .	169 32
Taxes:	
State and municipal, . . . . .	\$1,362 35
Commutation, . . . . .	542 60
	1,904 95
Other deductions from income: renewal suspense, . . . . .	3,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	10,074 27
NET DIVISIBLE INCOME, . . . . .	\$9,342 65
Dividends declared (8 per cent), . . . . .	8,000 00
Surplus for the year ending September 30, 1899, . . .	\$1,342 65
Amount of surplus September 30, 1898, . . . . .	2,267 92
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$3,610 57
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$54,260 77
Receipts from interest on deposits, . . . . .	51 96
Other earnings from operation: miscellaneous, . . . .	2 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$54,314 73
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,474 62
General office expenses and supplies, . . . . .	189 78
Legal expenses, . . . . .	132 61
Insurance, . . . . .	324 30
Other general expenses: contingent expenses, . . . .	650 51

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$2,200 39
Repair of electric line construction, . . . . .	778 57
Removal of snow and ice, . . . . .	1,008 74
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,800 61
Repair of electric equipment of cars, . . . . .	1,879 53
Transportation expenses :	
Cost of electric motive power, . . . . .	10,124 42
Wages and compensation of persons employed in conducting transportation, . . . . .	10,265 88
Damages for injuries to persons and property, . . . . .	1,604 96
Tolls for trackage over other railways, . . . . .	1,491 49
Other transportation expenses :	
Car house expenses, . . . . .	700 88
Waste, oil and supplies, . . . . .	270 52
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$34,897 81</b>

## PROPERTY ACCOUNTS.

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
Sold :	
Roadbed material, . . . . .	\$924 00
Line material, . . . . .	37 90
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .</b>	<b>\$961 90</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$134,744 65	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	26,785 27	
Engineering and other expenses incident to construction, . . . . .	17,712 65	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$179,242 57</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$24,013 75	
Electric equipment of same, . . . . .	8,700 84	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>32,714 59</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$211,957 16</b>
Cash and current assets :		
Cash, . . . . .	\$5,259 40	
Bills and accounts receivable, . . . . .	50 00	
Other cash and current assets :		
Prepaid taxes, . . . . .	454 11	
Advance insurance premiums, . . . . .	266 70	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>6,030 21</b>
<b>TOTAL, . . . . .</b>		<b>\$217,987 37</b>



LIABILITIES.		Cr.
Capital stock, . . . . .		\$100,000 00
Funded debt, . . . . .		100,000 00
Current liabilities: audited vouchers and accounts, . . .		3,941 47
Accrued liabilities:		
Interest accrued and not yet due, . . . . .	\$833 33	
Taxes accrued and not yet due, . . . . .	2,359 06	
Miscellaneous accrued liabilities: dividends declared, . . . . .	2,000 00	
<b>TOTAL ACCRUED LIABILITIES, . . . . .</b>		<b>5,192 39</b>
Sinking and other special funds:		
Accident suspense, . . . . .	\$2,242 94	
Renewal suspense, . . . . .	3,000 00	
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS, . . . . .</b>		<b>5,242 94</b>
Profit and Loss balance (surplus), . . . . .		3,610 57
<b>TOTAL, . . . . .</b>		<b>\$217,987 37</b>

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	100,000 00	
Capital stock issued and outstanding, . . . . .		\$100,000 00
Number of shares issued and outstanding, . . . . .	1,000	
Number of stockholders, . . . . .	11	
Number of stockholders in Massachusetts, . . . . .	11	
Amount of stock held in Massachusetts, . . . . .	\$100,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds dated August 2, 1897, . . . . .	Per Cent. 5	Aug. 1, 1917, .	\$100,000 00	\$5,000 00

## SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to accident suspense fund, . . .	\$3,305 11
Additions during the year to renewal suspense fund, . . .	3,000 00
<b>TOTAL, INCLUDING ADDITIONS, . . . . .</b>	<b>\$6,305 11</b>
Deductions during the year from accident suspense fund, . .	1,062 17
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .</b>	<b>\$5,242 94</b>

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,083,145
Number carried per mile of main railway track operated, . . . . .	62,642
Number of round trips run, . . . . .	8,085
Number of car miles run, . . . . .	245,015
Average number of persons employed, . . . . .	12

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	4
Open passenger cars equipped for electric power, . . .	6
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>10</b>
Number of all above cars with 8 wheels, . . .	10
Number of cars equipped with fenders, . . .	10
Number of cars equipped with heaters (electric), . . .	4
Snow ploughs (electric), . . .	2
Other railway rolling stock: snow sleds, . . .	4
Other highway vehicles: open wagon, . . .	1
Electric motors, . . .	20

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	13.119	2.086	15.205
Length of second main track, . . . . .	-	2.086	2.086
<b>TOTAL LENGTH OF MAIN TRACK, . . . . .</b>	<b>13.119</b>	<b>4.172</b>	<b>17.291</b>
Length of sidings, switches, etc., . . . . .	.420	-	.420
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>13.539</b>	<b>4.172</b>	<b>17.711</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.211 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Taunton, Easton and Raynham.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Turnpike Street, Easton, . . . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	3	-	3
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	-	-	5	-	5

## STATEMENT OF EACH ACCIDENT.

*Nov. 4, 1898.* — Collision with wagon; driver thrown out; injuries slight.

*December 6.* — Collision with wagon; driver thrown out; injuries slight.

*July 7, 1899.* — Drunken man fell off moving car; injuries slight.

*July 12.* — Woman fell while getting off car; injuries slight.

*July 19.* — Man slipped in car, hit his head on window; injuries slight.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & BROCKTON STREET RAILWAY COMPANY,  
203 MAIN STREET, BROCKTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Rogers, *President and General Manager*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

P. F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Alfred A. Glasier, Boston, Mass. Horace B. Rogers, Brockton, Mass. John P. Morse, Brockton, Mass. Wm. Jones, Brockton, Mass. Henry E. Reynolds, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. ROGERS,  
JOHN P. MORSE,  
WILLIAM JONES,  
P. F. SULLIVAN,  
J. H. GOODSPEED,  
HENRY E. REYNOLDS,  
*Directors.*  
HENRY E. REYNOLDS,  
*Treasurer.*  
HORACE B. ROGERS,  
*General Manager.*

## COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Oct. 31, 1899. Then personally appeared the above-named Horace B. Rogers, John P. Morse, William Jones and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SEWELL P. HOWARD,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named P. F. Sullivan, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 1, 1899. Then personally appeared the above-named Joseph H. Goodspeed, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

*Justice of the Peace.*

REPORT  
OF THE  
TEMPLETON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.			
ASSETS.		DR.	
Cost of railway : roadbed and tracks,	. . . . .		\$20,000 00
Cash and current assets : cash,	. . . . .		5,000 00
TOTAL,	. . . . .		\$25,000 00
LIABILITIES.		CR.	
Capital stock,	. . . . .		\$25,000 00
TOTAL,	. . . . .		\$25,000 00
CAPITAL STOCK.			
Capital stock authorized by law,	. . . . .	\$50,000 00	
Capital stock authorized by votes of company,	. . . . .	50,000 00	
Amount paid in on 500 shares not yet issued,	. . . . .		\$25,000 00
Number of stockholders,	. . . . .	76	
Number of stockholders in Massachusetts,	. . . . .	75	
Amount of stock held in Massachusetts,	. . . . .	\$10,000 00	

Names of the several cities and towns in which the railway owned by the company is located : Templeton and Gardner.

CORPORATE NAME AND ADDRESS OF THE COMPANY.  
TEMPLETON STREET RAILWAY COMPANY,  
EAST TEMPLETON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.  
Frederick Greenwood, *President*, East Templeton, Mass. George W. Bourn, *Vice-President*, Templeton, Mass. Chas. E. Ingalls, *Treasurer and Clerk of Corporation*, East Templeton, Mass. James A. Stiles, *General Counsel*, Gardner, Mass. Percival Blodget, *Auditor*, Templeton, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Greenwood, East Templeton, Mass. S. Elliott Greenwood, Templeton, Mass. Eugene Lincoln, Templeton, Mass. George W. Bourn, Templeton, Mass. Henry J. Wright, East Templeton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK GREENWOOD,  
HENRY J. WRIGHT,  
S. ELLIOTT GREENWOOD,  
EUGENE LINCOLN,  
GEORGE W. BOURN,

*Directors.*

CHAS. E. INGALLS,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 30, 1899. Then personally appeared the above-named Frederick Greenwood, S. Elliott Greenwood, Eugene Lincoln, George W. Bourn, Henry J. Wright and Charles E. Ingalls, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES A. STILES,

*Justice of the Peace.*



# REPORT

## OF THE

### UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$224,468 40
Operating expenses, . . . . .	130,397 63
GROSS INCOME ABOVE OPERATING EXPENSES, . . . .	\$94,070 77
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$17,500 00
Interest and discount on unfunded debts and loans, . . . . .	6,109 49
Taxes, . . . . .	14,627 03
Payments to sinking and other special funds :	
car renewal fund, . . . . .	6,000 00
Other deductions from income :	
Rent for trestle bridge, . . . . .	\$1,000 00
Temporary bridge construction, . . . . .	295 42
	1,295 42
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	45,531 94
NET DIVISIBLE INCOME, . . . . .	\$48,538 83
Dividends declared (8 per cent), . . . . .	36,000 00
Surplus for the year ending September 30, 1899, . . . .	\$12,538 83
Amount of surplus September 30, 1898, . . . . .	50,000 00
Debits to profit and loss account during the year :	
Office fittings, \$285; buildings, \$1,500, . . . . .	\$1,785 00
Construction, . . . . .	10,000 00
Electric line construction, . . . . .	753 83
TOTAL DEBITS, . . . . .	12,538 83
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$50,000 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$205,812 27
Receipts from carriage of mails, . . . . .	84 03

Receipts from tolls for use of tracks by other companies, . . . . .	\$17,030 52
Receipts from rentals of buildings and other property, . . . . .	463 82
Receipts from advertising in cars, . . . . .	800 00
Receipts from interest on sinking fund, . . . . .	164 48
Other earnings from operation:	
Sale of manure, . . . . .	31 42
Miscellaneous receipts, . . . . .	81 86
<b>GROSS EARNINGS FROM OPERATION, . . . . .</b>	<b>\$224,468 40</b>

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks, . . . . .	\$6,352 72
General office expenses and supplies, . . . . .	527 30
Legal expenses, . . . . .	605 77
Insurance, . . . . .	12,247 36
Other general expenses, . . . . .	1,490 13
Engineering, . . . . .	98 90
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	2,669 24
Repair of electric line construction, . . . . .	2,754 74
Removal of snow and ice, . . . . .	2,783 36
Repair of buildings, . . . . .	527 52
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	7,357 32
Repair of electric equipment of cars, . . . . .	4,467 06
Renewal of horses, harnesses, shoeing, etc., . . . . .	37 04
Transportation expenses:	
Cost of electric motive power, . . . . .	15,321 65
Provender for horses, . . . . .	497 96
Wages and compensation of persons employed in conducting transportation, . . . . .	65,720 88
Damages for injuries to persons and property, . . . . .	3,325 51
Other transportation expenses: general operating expenses and supplies, . . . . .	3,613 17
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$130,397 63</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 1,737 feet), and completion of 23,526 feet, 1898, . . . . .	\$15,762 05
New electric line construction (1,737 feet), and completion of 23,526 feet, 1898, . . . . .	368 11
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$16,130 16</b>
Additions to equipment:	
Additional cars (7 in number), . . . . .	\$6,443 00
Other additions to equipment: tools and machinery, . . . . .	126 00
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>6,569 00</b>
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .	1,500 00

Additions to other permanent property: New Bedford and Fairhaven Bridge (in construction):		
Roadway and tracks, . . . . .	\$19,898 83	
Electric line construction, . . . . .	4,656 26	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, .		\$24,555 09
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . .		\$48,754 25
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Horse sold, . . . . .	\$100 00	
Land reduced by award of damages, . . . .	6,000 00	
Power station equipment reduced by award of damages, . . . . .	1,500 00	
Depreciation of office fittings, . . . . .	285 00	
Depreciation of buildings, . . . . .	1,500 00	
Depreciation of construction, . . . . .	10,000 00	
Depreciation of electric line construction, .	753 83	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		20,138 83
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$28,615 42

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$467,347 18	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	62,365 96	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$529,713 14
Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$114,126 08	
Electric equipment of same, . . . . .	62,860 92	
Horses, . . . . .	135 70	
Other items of equipment, . . . . .	3,362 84	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		180,485 54
Cost of land and buildings:		
Land necessary for operation of railway, .	\$49,370 48	
Electric power stations, including equipment, .	92,695 33	
Other buildings necessary for operation of railway, . . . . .	96,253 47	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		238,319 28
Other permanent property: New Bedford and Fairhaven bridge, viz.:		
Roadway and tracks, . . . . .	\$28,531 20	
Electric line construction, . . . . .	7,634 65	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		36,165 85
TOTAL PERMANENT INVESTMENTS, . . . . .		\$984,683 81

<b>Cash and current assets :</b>		
Cash, . . . . .	\$18,405 37	
Bills and accounts receivable, . . . . .	883 36	
Sinking and other special funds, . . . . .	3,912 20	
Other cash and current assets : insurance premiums, . . . . .	1,612 50	
<b>TOTAL CASH AND CURRENT ASSETS,</b> . . . . .		\$24,813 43
<b>TOTAL,</b> . . . . .		\$1,009,497 24
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$450,000 00
Funded debt, . . . . .		350,000 00
<b>Current liabilities :</b>		
Loans and notes payable, . . . . .	\$147,277 05	
Audited vouchers and accounts, . . . . .	5,507 47	
Miscellaneous current liabilities : unredeemed tickets, . . . . .	712 72	
<b>TOTAL CURRENT LIABILITIES,</b> . . . . .		153,497 24
Sinking and other special funds : car renewal fund, . . . . .		6,000 00
Profit and Loss balance (surplus), . . . . .		50,000 00
<b>TOTAL,</b> . . . . .		\$1,009,497 24
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$450,000 00	
Capital stock authorized by votes of company, . . . . .	450,000 00	
Capital stock issued and outstanding, . . . . .		\$450,000 00
Number of shares issued and outstanding, . . . . .	4,500	
Number of stockholders, . . . . .	101	
Number of stockholders in Massachusetts, . . . . .	90	
Amount of stock held in Massachusetts, . . . . .	\$395,000 00	

**FUNDED DEBT.**

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage twenty-year 5 per cent gold bond (may be registered), . . . . .	5	Jan. 2, 1914,	\$350,000 00	\$17,500 00

**SINKING AND OTHER SPECIAL FUNDS.**

Amount, September 30, 1898, of sinking fund for redemption of bonds, . . . . .	\$3,747 72
Additions during the year to sinking fund for redemption of bonds (interest), . . . . .	164 48
Additions during the year to car renewal fund, . . . . .	6,000 00
<b>TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899,</b> . . . . .	\$9,912 20

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,202,903
Number carried per mile of main railway track operated, .	207,203
Number of round trips run, . . . . .	163,729
Number of car miles run, . . . . .	969,911
Average number of persons employed, . . . . .	160

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	42	
Open passenger cars equipped for electric power, . . . . .	42	
Total, . . . . .		84
Box passenger cars equipped for horse power, . . . . .	1	
Open passenger cars equipped for horse power, . . . . .	2	
Total, . . . . .		3
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>		<b>87</b>
Construction, repair, and other work cars, . . . . .	1	
Number of all above cars with 8 wheels, . . . . .	1	
Number of cars equipped with fenders, . . . . .	79	
Number of cars equipped with heaters (electric), . . . . .	42	
Snow ploughs (electric, 5; horse, 1), . . . . .	6	
Other railway rolling stock: sweeper, 1; sand cars, 3, . . . . .	4	
Other highway vehicles: 1 low gear, 2 road machines, 1 sleigh, 2 express wagons, 2 tower wagons, 1 open buggy, 1 surrey, . . . . .		10
Electric motors, . . . . .		118
Horses, . . . . .		5
Harnesses (double, 6; single, 5), . . . . .		11
Other items of equipment: track and station tools and ma- chinery.		

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	18.423 miles.
Length of second main track, . . . . .	1.861 "
Total length of main track, . . . . .	20.284 "
Length of sidings, switches, etc., . . . . .	3.603 "
Total, computed as single track, . . . . .	23.887 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	1.196 miles.
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System of electric motive power in use by the company: Thomson-Houston; overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, Eastern District, as follows:		
With Weld Street, New Bedford, Taunton Division, . . . . .	3	1
With entrance to New Bedford and Fairhaven Bridge, New Bedford, Taunton Division, . . . . .	2	1
With Main Street, Fairhaven, Cape Cod Division, . . . . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	8	3

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	3	-	6	-	9
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	2	-	15	-	17
TOTALS, . . . . .	-	5	-	22	-	27

## STATEMENT OF EACH ACCIDENT.

- Oct. 28, 1898. — Car collided with team; two men slightly injured.  
 October 26. — Woman's knee injured by starting of car.  
 November 29. — Man on step of snow plough had his leg crushed.  
 December 4. — Car collided with team, upsetting it, injuring two persons.  
 Jan. 9, 1899. — Man, attempting to board moving car, was slightly injured.  
 March 4. — Man jumped from moving car; fell and cut his head.  
 March 11. — Car collided with team; man injured.  
 March 24. — Car collided with team; horse and boy injured.  
 April 18. — Man, falling from front of car, was slightly hurt.  
 April 21. — Team, passing in front of car, was struck and man injured.  
 April 30. — Man alighted from moving car; fell and cut his face.  
 May 30. — Woman alighted from car; hurt her knee.  
 May 30. — Conductor injured by striking pole.  
 June 6. — Boy jumped from moving car; fell and hurt his head.  
 June 9. — Car collided with team; man injured.  
 June 11. — Man, riding bicycle in front of car, was struck and injured.  
 June 23. — Child's foot crushed.  
 July 8. — Car collided with team; man injured.  
 July 11. — Man attempted to board moving car; fell and was dragged.  
 August 15. — Woman thrown from car by car taking wrong switch.



*August 23.* — Woman, alighting from moving car, fell and hurt her side.

*August 29.* — Car collided with another car; lady injured.

*September 4.* — Car collided with team; two men injured.

*September 23.* — Car collided with team; man slightly injured.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,

7 PURCHASE STREET, NEW BEDFORD, MASS.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Walter Clifford, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Walter P. Winsor, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Charles H. Lawton, New Bedford, Mass. Frank W. Brightman, Fall River, Mass. S. Harrison Wagner, New Haven, Conn.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,  
THOMAS B. TRIPP,  
FRANK W. BRIGHTMAN,  
CHARLES H. LAWTON,  
LOT B. BATES,  
W. P. WINSOR,  
E. S. BROWN,

*Directors.*

HENRY H. CRAPO,

*Treasurer.*

EDWARD E. POTTER,

*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Oct. 3, 1899. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, Frank W. Brightman, Charles H. Lawton, Lot B. Bates, W. P. Winsor and E. S. Brown, directors, Henry H. Crapo, treasurer, and Edward E. Potter, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. F. CASWELL,

*Justice of the Peace.*

# REPORT

## OF THE

### WAKEFIELD & STONEHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$63,839 05
Operating expenses, . . . . .	53,875 25
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$9,963 80
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$7,500 00
Interest and discount on unfunded debts and loans, . . . . .	5,355 34
Taxes :	
State and local, . . . . .	\$2,839 12
Commutation, . . . . .	626 73
	3,465 85
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	16,321 19
Deficit for the year ending September 30, 1899, . . . . .	\$6,357 39
Amount of surplus September 30, 1898, . . . . .	4,583 67
Debits to profit and loss account during the year : adjustment of tax of 1898, . . . . .	1,850 57
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$3,624 29
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$63,269 67
Receipts from tolls for use of tracks by other companies, . . . . .	55 04
Receipts from rentals of buildings and other property, . . . . .	139 34
Receipts from advertising in cars, . . . . .	375 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$63,839 05
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$2,924 96
General office expenses and supplies, . . . . .	1,791 39
Insurance, . . . . .	4,010 15
Other general expenses : street sprinkling, American Street Railway Association expense, telephone tolls, Commonwealth report, . . . . .	1,507 40

<b>Maintenance of roadway and buildings :</b>	
Repair of roadbed and track, . . . . .	\$9,206 44
Repair of electric line construction, . . . . .	238 86
Removal of snow and ice, . . . . .	2,936 05
Repair of buildings, . . . . .	1,307 19
<b>Maintenance of equipment :</b>	
Repair of cars and other vehicles, . . . . .	1,668 96
Repair of electric equipment of cars, . . . . .	2,309 08
<b>Transportation expenses :</b>	
Cost of electric motive power, \$14,252.94; less power sold, \$13,948.62; net, . . . . .	304 32
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	22,453 67
Damages for injuries to persons and property, . . . . .	1,788 25
Tolls for trackage over other railways, . . . . .	430 14
Other transportation expenses: amusements, printing time tables, oil, waste, etc., . . . . .	998 39
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$53,875 25</b>

## PROPERTY ACCOUNTS.

<b>Additions to railway :</b>	
Extension of tracks (length, 250 feet), . . . . .	\$486 55
New electric line construction (length, 250 feet), . . . . .	31 03
Other additions to railway: legal and engi- neering expense, . . . . .	67 00
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$584 58</b>
<b>Additions to equipment :</b>	
Additional cars (3 in number), . . . . .	\$2,950 00
Electric equipment of cars, trucks, etc., . . . . .	524 00
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>3,474 00</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$4,058 58</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
<b>Cost of railway :</b>		
Roadway and tracks, . . . . .	\$151,179 57	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	44,689 04	
Engineering and other expenses incident to construction, . . . . .	3,779 79	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$199,648 40</b>
<b>Cost of equipment :</b>		
Cars and other rolling stock and vehicles, . . . . .	\$22,967 32	
Electric equipment of same, . . . . .	40,365 79	
Other items of equipment: heaters, fenders, etc., . . . . .	7,541 39	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>70,874 50</b>

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$2,000 00	
Electric power stations, including equipment, . . . . .	88,124 80	
Other buildings necessary for operation of railway, . . . . .	15,196 31	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		\$105,321 11
TOTAL PERMANENT INVESTMENTS, . . . . .		\$375,844 01
Cash and current assets :		
Cash, . . . . .	\$3,959 23	
Bills and accounts receivable, . . . . .	6,850 90	
Other cash and current assets :		
Prepaid tax, . . . . .	263 05	
Prepaid insurance, . . . . .	470 26	
TOTAL CASH AND CURRENT ASSETS, . . . . .		11,543 44
Miscellaneous assets : materials and supplies, . . . . .		2,768 60
Profit and Loss balance (deficit), . . . . .		3,624 29
TOTAL, . . . . .		\$393,780 34
LIABILITIES.		Cr.
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		150,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$87,030 33	
Audited vouchers and accounts, . . . . .	5,498 28	
TOTAL CURRENT LIABILITIES, . . . . .		92,528 61
Accrued liabilities :		
Interest accrued and not yet due, . . . . .	\$625 00	
Taxes accrued and not yet due, . . . . .	626 73	
TOTAL ACCRUED LIABILITIES, . . . . .		1,251 73
TOTAL, . . . . .		\$393,780 34
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	8	
Number of stockholders in Massachusetts, . . . . .	8	
Amount of stock held in Massachusetts, . . . . .	\$150,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	March 1, 1905,	\$150,000 00	\$7,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,255,863
Number carried per mile of main railway track operated, .	80,104
Number of round trips run, . . . . .	35,421
Number of car miles run, . . . . .	384,950
Average number of persons employed, . . . . .	42

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	11
Open passenger cars equipped for electric power, . . .	11
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>22</b>
Construction, repair and other work cars, . . . . .	1
Number of all above cars with 8 wheels, . . . . .	2
Number of cars equipped with fenders, . . . . .	22
Number of cars equipped with heaters (electric), . . .	7
Snow ploughs (electric), . . . . .	3
Carts and snow sleds, . . . . .	2
Other highway vehicles: 1 farm wagon, 1 tower wagon and 1 express wagon, . . . . .	3
Electric motors, . . . . .	32
Horses, . . . . .	2
Harnesses (double, 4; single, 2), . . . . .	6

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER.)

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . . . .	Miles. 15.078	Miles. .600	Miles. 15.678
Length of sidings, switches, etc., . . . . .	.752	-	.752
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . . . .</b>	<b>15.830</b>	<b>.600</b>	<b>16.430</b>

System of electric motive power in use by the company: single trolley; Westinghouse and General Electric companies.

Names of the several cities and towns in which the railways operated by the company are located: Wakefield, Stoneham, Reading, Saugus and Melrose.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Boston & Maine Railroad, Farm Hill Station, Stoneham, . .	1	1
With Boston & Maine Railroad, Reading Station, Reading, . .	2	1
With Boston & Maine Railroad, Albion Street, Wakefield, . . .	2	1
With Boston & Maine Railroad, Water Street, Wakefield, . . .	2	1
With Boston & Maine Railroad, Main Street, Wakefield, . . .	2	1
<b>TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .</b>	<b>9</b>	<b>5</b>

Number of above crossings at which *frogs* are inserted in the tracks, . . 5



## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	4	-	5	-	9
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	2	3	2	3
TOTALS, . . . . .	-	4	2	9	2	13

## STATEMENT OF EACH ACCIDENT.

*Oct. 9, 1898.* — Woman jumped from moving car.

*Jan. 18, 1899.* — Car left rail, ran into pole; two ladies injured.

*March 22.* — Motorman reversed car to stop; two passengers thrown down.

*April 28.* — Car collided with team; occupant injured.

*April 30.* — Man attempted to change seat; struck tree; bruised head.

*May 14.* — Car collided with team; woman killed; two more occupants shaken up.

*August 4.* — Car ran over man's ankle; man died from effect.

*August 12.* — Man jumped from moving car; face cut.

*August 26.* — Woman fell after alighting from car.

*September 4.* — Night man caught between car and a box; leg injured.

*September 6.* — Woman jumped from moving car.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Elwin C. Foster, *Vice-President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Ezra M. Southworth, Wakefield, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
P. F. SULLIVAN,  
J. H. GOODSPEED,

*Directors.*

CHARLES WILLIAMS,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster and Charles Williams, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1899. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, directors, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENTLEY W. WARREN,  
*Justice of the Peace.*

## REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$58,142 36
Operating expenses, . . . . .	37,285 77
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$20,856 59
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$6,250 00
Interest and discount on unfunded debts and loans, . . . . .	3,906 76
Taxes, . . . . .	2,198 81
Other deductions from income: amusements, . . . . .	3,250 18
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	15,605 75
NET DIVISIBLE INCOME, . . . . .	\$5,250 84
Dividends declared ( $2\frac{1}{2}$ per cent), . . . . .	3,750 00
Surplus for the year ending September 30, 1899, . . . . .	\$1,500 84
Amount of surplus September 30, 1898, . . . . .	9,404 58
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$10,905 42
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$57,892 36
Receipts from advertising in cars, . . . . .	250 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$58,142 36
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$2,232 93
General office expenses and supplies, . . . . .	249 24
Insurance, . . . . .	1,866 40
Other general expenses, . . . . .	527 03

Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	\$1,968 12
Repair of electric line construction, . . . . .	201 64
Removal of snow and ice, . . . . .	2,907 39
Repair of buildings, . . . . .	111 11
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,005 44
Repair of electric equipment of cars, . . . . .	1,172 91
Transportation expenses :	
Cost of electric motive power, . . . . .	9,764 32
Wages and compensation of persons employed in conducting transportation, . . . . .	14,745 17
Damages for injuries to persons and property, . . . . .	252 75
Other transportation expenses : oil, waste, grease, etc., . . . . .	281 32
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$37,285 77</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (State highway construction), . . . . .	\$2,565 79
New electric line construction, . . . . .	331 25
Other additions to railway : additional legal and engineering expenses on North Brookfield extension, . . . . .	1,602 37
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$4,499 41</b>
Additions to equipment : sundry tools and snow plough equipment, . . . . .	521 52
Additions to land and buildings :	
Additional equipment of power stations, . . . . .	\$1,947 30
New buildings necessary for operation of railway, . . . . .	59 68
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>2,006 98</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$7,027 91</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway :	
Roadway and tracks, . . . . .	\$191,159 80
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	46,471 55
Engineering and other expenses incident to construction, . . . . .	5,430 47
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$243,061 82</b>
Cost of equipment :	
Cars and other rolling stock and vehicles, . . . . .	\$18,797 37
Electric equipment of same, . . . . .	14,539 10
Other items of equipment : snow ploughs, tools, etc., . . . . .	4,425 15
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>	<b>37,761 62</b>

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$2,729 55	
Electric power stations, including equipment, . . . . .	50,615 70	
Other buildings necessary for operation of railway, . . . . .	12,323 91	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>\$65,669 16</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$346,492 60</b>
Cash and current assets :		
Cash, . . . . .	\$8,230 78	
Bills and accounts receivable, . . . . .	1,164 30	
Other cash and current assets :		
Prepaid insurance, . . . . .	500 00	
Prepaid interest, . . . . .	700 00	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>10,595 08</b>
Miscellaneous assets: materials and supplies, . . . . .		1,102 30
<b>TOTAL, . . . . .</b>		<b>\$358,189 98</b>
<b>LIABILITIES.</b>		<b>CR.</b>
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		125,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$67,500 00	
Audited vouchers and accounts, . . . . .	2,180 41	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>69,680 41</b>
Accrued liabilities: interest accrued and not yet due, . . . . .		2,604 15
Profit and Loss balance (surplus), . . . . .		10,905 42
<b>TOTAL, . . . . .</b>		<b>\$358,189 98</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	19	
Number of stockholders in Massachusetts, . . . . .	19	
Amount of stock held in Massachusetts, . . . . .	\$150,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . . . .	Per Cent. 5	Nov. 1, 1916,	\$125,000 00	\$6,250 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,170,573
Number carried per mile of main railway track operated, .	60,907
Number of round trips run, . . . . .	19,317
Number of car miles run, . . . . .	384,166
Average number of persons employed, . . . . .	38

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	6
Open passenger cars equipped for electric power, . . . . .	10
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	16
Construction, repair and other work cars, . . . . .	1
Number of cars equipped with fenders, . . . . .	16
Number of cars equipped with heaters (electric), . . . . .	6
Snow ploughs (electric), . . . . .	2
Other highway vehicles: tower wagon, . . . . .	1
Electric motors, . . . . .	32

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	19.219 miles.
Length of sidings, switches, etc., . . . . .	.492 "
Total, computed as single track, . . . . .	19.711 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.038 miles.
-----------------------------------	-------------

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With North Brookfield Railroad, near East Brookfield Station, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	5	-	7
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	1	2	1	2
TOTALS, . . . . .	-	2	1	8	1	10

## STATEMENT OF EACH ACCIDENT.

*Oct. 14, 1898.* — Intoxicated man, lying beside the track with one foot over rail, was struck by car, crushing foot and ankle.

*Feb. 27, 1899.* — Passenger, under the influence of liquor, fell from front platform, slightly bruising head.

*March 18.* — Passenger fell from front end of car and was cut about head.

*May 13.* — Car left the rail at curve and struck pole, breaking a passenger's leg and badly shaking up one other passenger.

*July 3.* — Passenger stepped from moving car and fell, bruising head slightly.

*July 13.* — Passenger stepped from moving car, slightly shaking him up.

*July 15.* — Conductor stepped on seat to turn register back; slipped and put his hand through window, cutting same badly.

*July 24.* — Passenger stepped from moving car, cutting his head slightly.

*August 5.* — Jas. Magee, lying close to the track, under the influence of liquor, was struck by car and instantly killed.

*September 11.* — Man, under the influence of liquor, lying near the track with one foot on rail, struck by car and foot crushed.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,

BROOKFIELD, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles A. Jefts, *Superintendent*, Brookfield, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. N. Sumner Myrick, Boston, Mass. Ewen R. McPherson, Cambridge, Mass. Alexander B. Bruce, Lawrence, Mass. Robert Redford, Lawrence, Mass. Charles E. Barnes, Malden, Mass. Charles A. Richardson, Worcester, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

A. B. BRUCE,  
CHARLES E. BARNES,  
W. B. FERGUSON,  
E. R. McPHERSON,  
*Directors.*  
GEO. A. BUTMAN,  
*Treasurer.*  
CHARLES A. JEFTS,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1899. Then personally appeared the above-named A. B. Bruce, Charles E. Barnes, W. B. Ferguson, E. R. McPherson, Charles A. Jefts and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,  
*Notary Public.*

# REPORT

## OF THE

### WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$12,466 80
Operating expenses, . . . . .	13,264 19
GROSS LOSS ABOVE OPERATING EXPENSES, . . . . .	\$797 39
Charges upon income accrued during the year: taxes, . . . . .	81 14
Deficit for the year ending September 30, 1899, . . . . .	\$878 53
Amount of surplus September 30, 1898, . . . . .	1,283 07
Debits to profit and loss account during the year:	
Error in earnings, 1898, . . . . .	\$22 00
Error in expenses, 1898, . . . . .	250 30
TOTAL DEBITS, . . . . .	272 30
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$132 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$12,317 30
Receipts from advertising in cars, . . . . .	149 50
GROSS EARNINGS FROM OPERATION, . . . . .	\$12,466 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$833 00
General office expenses and supplies, . . . . .	614 11
Insurance, . . . . .	278 74
Other general expenses: amusements, . . . . .	263 50
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	23 21
Removal of snow and ice, . . . . .	599 83
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	122 71
Repair of electric equipment of cars, . . . . .	470 30
Transportation expenses:	
Cost of electric motive power, . . . . .	4,020 00
Wages and compensation of persons employed in conducting transportation, . . . . .	6,038 79
TOTAL OPERATING EXPENSES, . . . . .	\$13,264 19

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks and new electric line construction (length, .56 miles), . . .	\$17,892 36	
Other additions to railway: electric light line to Beacon Park, . . . . .	200 00	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$18,092 36
Additions to equipment:		
Additional cars (2 in number): 1 passenger, \$950.04; 1 gravel, \$398, . . . . .	\$1,348 04	
Electric equipment of same, . . . . .	822 05	
Other additions to equipment: snow plough, . . . . .	735 00	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		2,905 09
Additions to land and buildings:		
Additional land necessary for operation of railway, . . . . .	\$220 00	
New buildings necessary for operation of railway, . . . . .	986 84	
TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .		1,206 84
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$22,204 29
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of construction material, . . . . .		
		33 68
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$22,170 61

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadway and tracks and electric line construction, including poles, wiring, feeder lines, etc., . . . . .	\$43,918 42
Interest accrued during construction of railway, . . . . .	411 25
Engineering and other expenses incident to construction, . . . . .	2,803 22
Other items of railway cost: electric light line to Beacon Park, . . . . .	200 00
TOTAL COST OF RAILWAY OWNED, . . . . .	\$47,332 89
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, . . . . .	12,405 09
Cost of land and buildings:	
Land necessary for operation of railway, . . . . .	\$520 00
Electric equipment, . . . . .	3,388 92
Buildings necessary for operation of railway, . . . . .	3,329 84
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	7,238 76
TOTAL PERMANENT INVESTMENTS, . . . . .	\$66,976 74
Cash and current assets: cash, . . . . .	990 10
TOTAL, . . . . .	\$67,966 84

LIABILITIES.		Cr.	
Capital stock, . . . . .			\$50,000 00
Current liabilities: loans and notes payable, . . . . .			17,834 60
Profit and Loss balance (surplus), . . . . .			132 24
<b>TOTAL, . . . . .</b>			<b>\$67,966 84</b>
<b>CAPITAL STOCK.</b>			
Capital stock authorized by law, . . . . .	\$50,000	00	
Capital stock authorized by votes of company, . . . . .	50,000	00	
Capital stock issued and outstanding, . . . . .			\$50,000 00
Number of shares issued and outstanding, . . . . .		500	
Number of stockholders, . . . . .		80	
Number of stockholders in Massachusetts, . . . . .		78	
Amount of stock held in Massachusetts, . . . . .	\$48,500	00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	258,691
Number carried per mile of main railway track operated, . . . . .	50,073
Number of round trips run, . . . . .	13,220
Number of car miles run, . . . . .	71,717
Average number of persons employed, . . . . .	15

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	4
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>6</b>
Gravel car, . . . . .	1
Number of all above cars with 4 wheels, . . . . .	7
Number of cars equipped with fenders, . . . . .	6
Number of cars equipped with heaters (electric), . . . . .	2
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	12

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	5.010 miles.
Length of sidings, switches, etc., . . . . .	.210 "
Total, computed as single track, . . . . .	5.220 "

System of electric motive power in use by the company: The Lorain Steel Company and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Webster.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Southbridge Branch, at East Main Street, Webster, . . . . .	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	-	-	-
Employees, . . . . .	-	-	-	1	-	1
Other persons, . . . . .	-	-	-	3	-	3
TOTALS, . . . . .	-	-	-	4	-	4

## STATEMENT OF EACH ACCIDENT.

John C. Sanborn (employee), Jan. 1, 1899, at car-house curve slightly sprained wrist.

Louis Givey, Rosanna Billings and Exilda Billings, Feb. 12, 1899, at 9.45 P.M. Snow plough was being run, and above parties were driving a horse in sleigh on track in a storm with umbrella before them, and were struck by snow plough; the horse was injured, and had to be killed; the occupants of the sleigh were slightly injured. No action has been brought against the company in either case.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,  
WEBSTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, 508 and 509 Tremont Building, Boston, Mass. Lyman R. Eddy, *Vice-President*, Webster, Mass. John Flint, *Treasurer, General Manager and Superintendent*, Webster, Mass. Charles Haggerty, *Clerk of Corporation*, Webster, Mass. John J. Love, *Auditor*, Webster, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Boston, Mass. Charles Haggerty, Webster, Mass. John Flint, Webster, Mass. Lyman R. Eddy, Webster, Mass. Elisha N. Bigelow, Webster, Mass. Oscar Shumway, Webster, Mass. George R. Marble, Webster, Mass. Cyprien Dandurand, Webster, Mass. John J. Love, Webster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN FLINT,  
OSCAR SHUMWAY,  
L. R. EDDY,  
JOHN J. LOVE,  
GEORGE R. MARBLE,  
ELISHA N. BIGELOW,  
CHARLES HAGGERTY,  
CYPRIEN DANDURAND,

*Directors.*

JOHN FLINT,  
*Treasurer and Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 16, 1899. Then personally appeared the above-named John Flint, L. R. Eddy, John J. Love, George R. Marble, Elisha N. Bigelow, Charles Haggerty, Cyprien Dandurand and Oscar Shumway, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK H. BERGER,  
*Justice of the Peace.*



## REPORT

OF THE

## WELLESLEY &amp; BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$53,024 36
Operating expenses, . . . . .	36,344 70
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$16,679 66
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$46 87
Taxes, . . . . .	1,589 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	1,635 87
NET DIVISIBLE INCOME, . . . . .	\$15,043 79
Dividends declared:	
8 per cent on \$100,000, . . . . .	\$8,000 00
6 per cent on \$15,000, . . . . .	900 00
TOTAL DIVIDENDS DECLARED, . . . . .	8,900 00
Surplus for the year ending September 30, 1899, . . . . .	\$6,143 79
Amount of surplus September 30, 1898, . . . . .	4,023 77
	\$10,167 56
Debits to profit and loss account during the year: insurance fund, . . . . .	3,000 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$7,167 56
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$51,197 90
Receipts from tolls for use of tracks by other companies, . . . . .	1,394 81
Receipts from advertising in cars, . . . . .	133 00
Receipts from interest on deposits, . . . . .	212 57
Other earnings from operation: rental of cars, . . . . .	86 08
GROSS EARNINGS FROM OPERATION, . . . . .	\$53,024 36

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks, . . . . .	\$5,429 13
General office expenses and supplies, . . . . .	675 45
Legal expenses, . . . . .	225 00
Interest, . . . . .	280 27
Other general expenses : miscellaneous expenses, . . . . .	605 86
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	336 16
Repair of electric line construction, . . . . .	395 94
Removal of snow and ice, . . . . .	822 36
Repair of buildings, . . . . .	37 91
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	1,598 31
Repair of electric equipment of cars, . . . . .	1,225 52
Transportation expenses :	
Cost of electric motive power, . . . . .	8,623 49
Provender for horses, . . . . .	99 96
Wages and compensation of persons employed in conducting transportation, . . . . .	12,970 78
Damages for injuries to persons and property, . . . . .	1,266 07
Tolls for trackage over other railways, . . . . .	1,588 34
Other transportation expenses : oil, grease, waste, fuel and lamps, . . . . .	164 15
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$36,344 70</b>

PROPERTY ACCOUNTS.	
Additions to railway :	
Extension of tracks (improvements to old track), . . . . .	\$903 40
New electric line construction (length, 5,280 feet), feed line, . . . . .	1,148 16
Other additions to railway : engineering expense, . . . . .	136 51
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$2,188 07</b>
Additions to equipment : electric equipment of cars (16 new motors), . . . . .	7,574 89
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$9,762 96</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : paving blocks, . . . . .	60 00
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$9,702 96</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway :	
Roadway and tracks, . . . . .	\$75,281 76
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	10,110 95
Engineering and other expenses incident to construction, . . . . .	1,505 72
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>	<b>\$86,898 43</b>

Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$15,266 77	
Electric equipment of same, . . . . .	17,557 89	
Horses, . . . . .	118 00	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		\$32,942 66
Cost of land and buildings: buildings necessary for operation of railway, . . . . .		5,240 00
TOTAL PERMANENT INVESTMENTS, . . . . .		\$125,081 09
Cash and current assets:		
Cash, . . . . .	\$1,086 47	
Bills and accounts receivable, . . . . .	1,000 00	
TOTAL CASH AND CURRENT ASSETS, . . . . .		2,086 47
TOTAL, . . . . .		\$127,167 56
LIABILITIES.		CR.
Capital stock, . . . . .		\$115,000 00
Sinking and other special funds: insurance fund, . . . . .		5,000 00
Profit and Loss balance (surplus), . . . . .		7,167 56
TOTAL, . . . . .		\$127,167 56
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$115,000 00	
Capital stock authorized by votes of company, . . . . .	115,000 00	
Capital stock issued and outstanding, . . . . .		\$115,000 00
Number of shares issued and outstanding, . . . . .	1,150	
Number of stockholders, . . . . .	15	
Number of stockholders in Massachusetts, . . . . .	15	
Amount of stock held in Massachusetts, . . . . .	\$115,000 00	

## SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1898, of insurance fund, . . . . .	\$2,000 00
Additions during the year to insurance fund, . . . . .	3,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$5,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,135,613
Number carried per mile of main railway track operated, . . . . .	134,871
Number of round trips run, . . . . .	26,845
Number of car miles run, . . . . .	251,813
Average number of persons employed, . . . . .	24

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	5
Open passenger cars equipped for electric power, . . .	9
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>14</b>
Number of all above cars with 8 wheels, . . .	4
Number of cars equipped with fenders, . . .	14
Number of cars equipped with heaters (electric), . . .	5
Snow ploughs (electric), . . .	1
Other highway vehicles: democrat wagon, . . .	1
Electric motors, . . .	35
Horses, . . .	1
Harnesses (single), . . .	1

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . .	4.660	3.760	8.420
Length of sidings, switches, etc., . . .	.210	-	.210
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . .</b>	<b>4.870</b>	<b>3.760</b>	<b>8.630</b>

System of electric motive power in use by the company: General Electric Company; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Newton.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	3	-	-	-	3
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	-	-	-
<b>TOTALS, . . .</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>

## STATEMENT OF EACH ACCIDENT.

June 3, 1899. — Two cars in collision; three persons slightly injured, no one seriously.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WELLESLEY & BOSTON STREET RAILWAY COMPANY,  
NEWTONVILLE, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.  
James W. French, *Vice-President*, Tremont Building, Boston, Mass. James  
L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears,  
*Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers,  
*General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville,  
Mass. James L. Richards, Newtonville, Mass. James W. French, Newton,  
Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton,  
Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

HORACE B. PARKER,  
JAMES L. RICHARDS,  
JAMES W. FRENCH,  
WM. F. HAMMETT,  
AUSTIN R. MITCHELL,  
G. FRED SIMPSON,  
*Directors.*  
JAMES L. RICHARDS,  
*Treasurer.*  
LEWELLYN H. MCCLAIN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 21, 1899. Then personally appeared the above-  
named Horace B. Parker, James L. Richards, James W. French, William F.  
Hammett, Austin R. Mitchell and G. Fred Simpson, and on the 23d inst.  
Lewellyn H. McLain, and severally made oath that the foregoing certificate by  
them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,  
*Justice of the Peace.*

# REPORT

## OF THE

### WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, for expenses of organization, . . . . .	\$7,500 00
Income from other sources: amount of dividends paid under the lease directly to stockholders of the West End Street Railway Company by the Boston Elevated Railway Company, . . . . .	1,147,950 00
GROSS INCOME, . . . . .	\$1,155,450 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization, . . . . .	7,422 50
NET DIVISIBLE INCOME, . . . . .	\$1,148,027 50
Dividends:*	
7 per cent on \$9,085,000, common, . . . . .	\$635,950 00
8 per cent on \$6,400,000, preferred, . . . . .	512,000 00
TOTAL DIVIDENDS, . . . . .	1,147,950 00
Surplus for the year ending September 30, 1899, . . . . .	\$77 50
Amount of surplus September 30, 1898, . . . . .	73,313 10
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$73,390 60

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks, . . . . .	\$6,685,923 77
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	2,161,128 99
Engineering and other expenses incident to construction, . . . . .	175,712 54
TOTAL COST OF RAILWAY OWNED, . . . . .	\$9,022,765 30

\* Paid by Boston Elevated Railway Company.



Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$3,647,852 62	
Electric equipment of same, . . . . .	3,033,582 67	
Horses, . . . . .	31,045 75	
Other items of equipment: machinery, tools, furniture, fixtures, etc., . . . . .	196,796 91	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		\$6,909,277 95
Cost of land and buildings:		
Land necessary for operation of railway, .	\$3,221,851 79	
Electric power stations, including equipment, .	4,201,114 42	
Other buildings necessary for operation of railway, . . . . .	3,355,345 42	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .		10,778,311 63
Other permanent property: subway equipment, . . . . .		292,275 10
TOTAL PERMANENT INVESTMENTS, . . . . .		\$27,002,629 98
Cash and current assets:		
Cash, . . . . .	\$1,675 97	
Other cash and current assets: Boston Elevated Railway Company special bond account, . . . . .	75,931 69	
TOTAL CASH AND CURRENT ASSETS, . . . . .		77,607 66
Miscellaneous assets: Boston Elevated Railway Company lease account, . . . . .		1,227,207 98
TOTAL, . . . . .		\$28,307,445 62
LIABILITIES.		Cr.
Capital stock, common, . . . . .		\$9,085,000 00
Capital stock, preferred, . . . . .		6,400,000 00
TOTAL CAPITAL STOCK, . . . . .		\$15,485,000 00
Funded debt, . . . . .		10,945,000 00
Current liabilities: Boston Elevated Railway Company permanent addition account,* . . . . .		1,804,055 02
Profit and Loss balance (surplus), . . . . .		73,390 60
TOTAL, . . . . .		\$28,307,445 62
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 132,751 feet), .	\$466,236 09	
New electric line construction, . . . . .	186,178 25	
Other additions to railway: tram rail reconstructed with girder rail; betterment, . . . . .	62,830 63	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$715,244 97

\* This item is a liability of this company only so far as it is made such by the terms of the lease between this company and the Boston Elevated Railway Company, and is payable only to the extent and in the manner provided in said lease.

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Additions to equipment:

Additional cars (338 in number), . . . .	\$350,693 67
Electric equipment of same, . . . . .	310,359 87
Other additional rolling stock and vehicles, . . . . .	28,090 33
Other additions to equipment: tools, harnesses, etc., . . . . .	8,257 65

TOTAL ADDITIONS TO EQUIPMENT, . . . . .	\$697,401 52
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## Additions to land and buildings:

Additional land necessary for operation of railway, . . . . .	\$31,981 40
New electric power stations, including machinery, etc., . . . . .	364,095 82
Additional equipment of power stations, . . . . .	65,088 35
Other new buildings necessary for operation of railway, . . . . .	210,000 62

TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .	671,166 19
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Additions to other permanent property: subway equipment, . . . . .	159,144 06
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$2,242,956 74
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## Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

3.646 miles of track taken up, . . . . .	\$27,875 39
Cars, motors and trucks sold, destroyed or transferred, . . . . .	238,618 66
Machinery, tools, harnesses, etc., sold, destroyed or transferred, . . . . .	9,109 06
Land and buildings sold, . . . . .	88,533 00
Equipment of power stations sold or transferred, . . . . .	10,402 86
Decrease of 165 horses, . . . . .	5,479 25

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .	380,018 22
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .	\$1,862,938 52
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## CAPITAL STOCK.

Capital stock authorized by law, common, . . . . .	\$10,000,000 00
Capital stock authorized by law, preferred, . . . . .	6,400,000 00

Total capital stock authorized by law, . . . . .	\$16,400,000 00
Capital stock authorized by votes of company, common, . . . . .	\$10,000,000 00
Capital stock authorized by votes of company, preferred, . . . . .	6,400,000 00

Total capital stock authorized by vote, . . . . .	\$16,400,000 00
Capital stock issued and outstanding, common, . . . . .	\$9,085,000 00
Capital stock issued and outstanding, preferred, . . . . .	6,400,000 00

Total capital stock outstanding, . . . . .	\$15,485,000 00
Number of shares issued and outstanding, common, . . . . .	181,700
Number of shares issued and outstanding, preferred, . . . . .	128,000
Total number of shares outstanding, . . . . .	309,700

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Number of stockholders, common, . . .	4,120	
Number of stockholders, preferred, . . .	3,800	
Total number of stockholders, . . .		7,920
Number of stockholders in Massachusetts, common, . . .	3,633	
Number of stockholders in Massachusetts, preferred, . . .	3,319	
Total stockholders in Massachusetts, . . .		6,952
Amount of stock held in Massachusetts, common, . . .		\$7,912,550 00
Amount of stock held in Massachusetts, preferred, . . .		5,735,750 00
Total stock held in Massachusetts, . . .		\$13,648,300 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.*
	Per Cent.			
Bonds Metropolitan Railroad Co., . . .	5	Dec. 15, 1903,	\$500,000 00	-
Bonds Middlesex Railroad Co., . . .	5	July 1, 1904,	200,000 00	-
Bonds Highland Street Railway Co. (matured), . . .	6	Jan. 1, 1898,	100,000 00	-
Bonds Highland Street Railway Co., . . .	5	May 1, 1902,	300,000 00	-
Bonds Boston Consolidated Street Railway Co., . . .	5	Jan. 1, 1907,	500,000 00	-
Bonds South Boston Horse Railway Co., . . .	5	May 1, 1905,	200,000 00	-
Bonds Cambridge Railroad Co., . . .	5	April 1, 1903,	480,000 00	-
Bonds Charles River Street Railway Co., . . .	5	April 1, 1904,	150,000 00	-
Bonds West End Street Railway Co., . . .	4½	March 1, 1914,	2,000,000 00	-
Bonds West End Street Railway Co., . . .	5	Nov. 1, 1902,	3,000,000 00	-
Bonds West End Street Railway Co., . . .	4	May 1, 1916,	815,000 00	-
Bonds West End Street Railway Co., . . .	4	Feb. 1, 1917,	2,700,000 00	-
TOTAL, . . . . .			\$10,945,000 00	-

## RAILWAY OWNED.

Length of railway line, . . . . .	158.142 miles.
Length of second main track, . . . . .	132.259 "
Total length of main track, . . . . .	290.401 "
Length of sidings, switches, etc., . . . . .	37.127 "
Total, computed as single track, . . . . .	327.528 "

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	3.861 miles.
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Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Belmont, Somerville, Newton, Malden, Medford, Everett, Chelsea, Arlington, Brookline and Watertown.

\* Interest on all these bonds is paid by the Boston Elevated Railway Company.

## GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the six months from April 1, 1899, to October 1, 1899, for permanent improvements, which would vary the figures in this report in some respects; but no statement of these expenditures and improvements had been received from the lessee prior to the end of the year for which this report is made.

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## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel Little, *President*, 101 Milk Street, Boston, Mass. G. T. W. Braman, *Vice-President*, 53 State Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred Winsor, Brookline, Mass. Walter S. Swan, Cambridge, Mass. G. T. W. Braman, Cohasset, Mass. Samuel Spencer, New York. Richard M. Saltonstall, Newton, Mass. Stephen M. Weld, Dedham, Mass. Moses Williams, Brookline, Mass. Charles A. Williams, Brookline, Mass. C. Minot Weld, Milton, Mass. Joseph B. Russell, Belmont, Mass. Samuel Little, Boston, Mass. Parkman Dexter, Boston, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

G. T. W. BRAMAN,  
CHARLES A. WILLIAMS,  
RICHARD M. SALTONSTALL,  
JOSEPH B. RUSSELL,  
ALFRED WINSOR,  
SAMUEL LITTLE,  
PARKMAN DEXTER,

*Directors.*

PARKMAN DEXTER,

*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1899. Then personally appeared the above-named G. T. W. Braman, Charles A. Williams, Richard M. Saltonstall, Alfred Winsor, Samuel Little, Parkman Dexter and Joseph B. Russell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. B. GLEASON,  
*Justice of the Peace.*

## REPORT

OF THE

WEST ROXBURY & ROSLINDALE STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$79,346 25
Operating expenses, . . . . .	53,930 92
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$25,415 33
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$7,500 00
Interest and discount on unfunded debts and loans, . . . . .	5,410 76
Taxes:	
State and local, . . . . .	\$2,279 02
Commutation, . . . . .	1,581 25
	3,860 27
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	16,771 03
NET DIVISIBLE INCOME, . . . . .	\$8,644 30
Dividends declared ( $4\frac{1}{2}$ per cent on \$150,000), . . .	6,750 00
Surplus for the year ending September 30, 1899, . . .	\$1,894 30
Amount of surplus September 30, 1898, . . . . .	11,014 80
	\$12,909 10
Debits to profit and loss account during the year:	
Adjustment interest and sundry charges, 1898, . . .	\$1,689 53
Taxes, adjustment, 1898, . . . . .	1,802 57
TOTAL DEBITS, . . . . .	3,492 10
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$9,417 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried (sale of tickets, \$168.75), .	\$79,062 95
Receipts from advertising in cars, . . . . .	240 00
Other earnings from operation: miscellaneous, . . .	43 30
GROSS EARNINGS FROM OPERATION, . . . . .	\$79,346 25



EXPENSES OF OPERATION.		
General expenses :		
Salaries of general officers and clerks, . . . . .		\$3,199 01
General office expenses and supplies, . . . . .		1,117 71
Legal expenses, . . . . .		315 00
Insurance, . . . . .		4,243 94
Other general expenses : badges, licenses, directors' fees, etc.,		140 25
Maintenance of roadway and buildings :		
Repair of roadbed and track, . . . . .		1,178 53
Repair of electric line construction, . . . . .		285 83
Removal of snow and ice, . . . . .		2,433 40
Repair of buildings, . . . . .		99 66
Maintenance of equipment :		
Repair of cars and other vehicles, . . . . .		2,018 01
Repair of electric equipment of cars, . . . . .		1,110 17
Repair of tools, . . . . .		29 13
Transportation expenses :		
Cost of electric motive power, . . . . .		15,141 30
Wages and compensation of persons employed in conducting transportation, . . . . .		19,923 63
Damages for injuries to persons and property, . . . . .		652 15
Rentals of buildings and other property, . . . . .		328 26
Other transportation expenses: lighting and heating cars and buildings, printing, advertising and entertainments,		1,714 94
TOTAL OPERATING EXPENSES, . . . . .		\$53,930 92
PROPERTY ACCOUNTS.		
Additions to railway :		
Extension of tracks (length, 23,749 feet), . . . . .	\$81,878 60	
New electric line construction, . . . . .	28,075 75	
Other additions to railway :		
Engineering, etc., . . . . .	2,604 59	
Transfer from other assets to track and roadway, street improvement, . . . . .	18,742 74	
TOTAL ADDITIONS TO RAILWAY, . . . . .		\$131,301 68
Additions to equipment :		
Additional cars (10 in number) and electric equipment of same, . . . . .	\$14,409 07	
Other additions to equipment: tools, . . . . .	46 80	
TOTAL ADDITIONS TO EQUIPMENT, . . . . .		14,455 87
Additions to land and buildings: new buildings necessary for operation of railway, . . . . .		5,269 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .		\$151,026 83
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): engineering and other expenses, . . . . .		3,075 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$147,951 83
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.		
ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$330,304 74	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	88,933 27	



Cost of railway — *Concluded.*

Interest accrued during construction of railway, . . . . .	\$2,113 07	
Engineering and other expenses incident to construction, . . . . .	18,306 11	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$439,657 19</b>
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$51,188 34	
Other items of equipment: office furniture and fixtures and tools, . . . . .	939 81	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>52,128 15</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$7,337 83	
Buildings necessary for operation of railway, . . . . .	17,148 74	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>24,486 57</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$516,271 91</b>
Cash and current assets:		
Cash, . . . . .	\$20,273 99	
Bills and accounts receivable, . . . . .	2,020 90	
Other cash and current assets: prepaid interest, insurance and taxes, . . . . .	1,610 49	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>23,905 38</b>
Miscellaneous assets: materials and supplies, . . . . .		1,308 01
<b>TOTAL, . . . . .</b>		<b>\$541,485 30</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$200,000 00
Funded debt, . . . . .		150,000 00
Current liabilities:		
Loans and notes payable, . . . . .	\$176,252 97	
Audited vouchers and accounts, . . . . .	5,815 33	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>182,068 30</b>
Profit and Loss balance (surplus), . . . . .		9,417 00
<b>TOTAL, . . . . .</b>		<b>\$541,485 30</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$250,000 00	
Capital stock authorized by votes of company, . . . . .	200,000 00	
Capital stock issued and outstanding, . . . . .		\$200,000 00
Number of shares issued and outstanding, . . . . .	2,000	
Number of stockholders, . . . . .	19	
Number of stockholders in Massachusetts, . . . . .	19	
Amount of stock held in Massachusetts, . . . . .	\$200,000 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage 20-year gold bonds, . . . . .	5	Sept. 1, 1916, .	\$150,000 00	\$7,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,579,052
Number carried per mile of main railway track operated, .	108,668
Number of round trips run, . . . . .	29,529
Number of car miles run, . . . . .	383,884
Average number of persons employed, . . . . .	57

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	12
Open passenger cars equipped for electric power, . . . .	16
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . .</b>	<b>28</b>
Number of cars equipped with fenders, . . . . .	28
Number of cars equipped with heaters (electric), . . . .	12
Snow ploughs (electric), . . . . .	2
Other railway rolling stock: road scrapers, . . . . .	2
Electric motors, . . . . .	54

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	12 951 miles.
Length of second main track, . . . . .	1 580 "
Total length of main track, . . . . .	14.531 "
Length of sidings, switches, etc., . . . . .	.909 "
Total, computed as single track, . . . . .	15.440 "

System of electric motive power in use by the company: overhead trolley;  
General Electric Company.

Names of the several cities and towns in which the railways operated by the  
company are located: Boston, Dedham and Hyde Park.

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	4	-	6
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	6	-	6
<b>TOTALS, . . . . .</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>12</b>

## STATEMENT OF EACH ACCIDENT.

*Oct. 11, 1898.* — Man fell while attempting to board car.

*November 11.* — Collision of team and car; two men thrown out.

*December 11.* — Man fell from rear end of car.

*Feb. 24, 1899.* — Man struck by car.

*May 13.* — Collision of car and team; driver thrown off.

*June 23.* — Man fell getting on open car.

*August 11.* — Car left rail; two ladies injured.

*August 20.* — Man got off moving car and fell.

*September 4.* — Car and team collided; driver shaken up.

*September 28.* — Man got off moving car and fell.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY,  
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. Chas. F. Jenny, *General Counsel*, Hyde Park, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Eugene N. Foss, Jamaica Plain, Mass. John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. R. W. Emmons, 2d, Boston, Mass. Philip L. Saltonstall, Milton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,  
P. F. SULLIVAN,  
J. H. GOODSPEED,  
PHILIP L. SALTONSTALL,  
FRED'K H. SMITH,  
R. W. EMMONS, 2d,  
*Directors.*  
ALONZO F. WALTER,  
*Treasurer.*  
GEO. W. ROUNDS,  
*Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1899. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Philip L. Saltonstall and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,  
*Justice of the Peace.*

# REPORT

## OF THE

### WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$3,000 00
NET DIVISIBLE INCOME, . . . . .	\$3,000 00
Dividends declared (6 per cent), . . . . .	\$3,000 00
Amount of surplus September 30, 1898, . . . . .	\$123 35
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$123 35
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway: roadbed and tracks, . . . . .	\$50,000 00
Cash and current assets: cash, . . . . .	76 35
Miscellaneous assets: office furniture, . . . . .	50 00
TOTAL, . . . . .	\$50,126 35
LIABILITIES.	CR.
Capital stock, . . . . .	\$50,000 00
Current liabilities: dividends not called for, . . . . .	3 00
Profit and Loss balance (surplus), . . . . .	123 35
TOTAL, . . . . .	\$50,126 35
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$75,000 00
Capital stock authorized by votes of company, . . . . .	50,000 00
Capital stock issued and outstanding, . . . . .	\$50,000 00
Number of shares issued and outstanding, . . . . .	1,000
Number of stockholders, . . . . .	38
Number of stockholders in Massachusetts, . . . . .	36
Amount of stock held in Massachusetts, . . . . .	\$49,650 00

## RAILWAY OWNED.

Length of railway line, . . . . .	1.005 miles.
Length of second main track, . . . . .	1.005 "
Total length of main track, . . . . .	2.010 "
Length of sidings, switches, etc., . . . . .	.143 "
Total, computed as single track, . . . . .	2.153 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,  
31 STATE STREET, BOSTON, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 31 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Boston, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,  
DAVID H. COOLIDGE,  
E. FRANCIS OLIVER,  
*Directors.*  
E. FRANCIS OLIVER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 25, 1899. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, directors, and E. Francis Oliver, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, IRVIN McDOWELL GARFIELD,  
*Justice of the Peace.*

## REPORT

OF THE

## WOBURN &amp; READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$10,916 99
Operating expenses, . . . . .	11,037 15
GROSS LOSS ABOVE OPERATING EXPENSES, . . . . .	\$120 16
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans, . . . . .	\$1,660 90
Taxes:	
State and local, . . . . .	\$505 33
Commutation, . . . . .	108 80
	614 13
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	2,275 03
Deficit for the year ending September 30, 1899, . . . . .	\$2,395 19
Amount of deficit September 30, 1898, . . . . .	4,271 68
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$6,666 87
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$10,900 35
Receipts from advertising in cars, . . . . .	16 64
GROSS EARNINGS FROM OPERATION, . . . . .	\$10,916 99
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$957 59
General office expenses and supplies, . . . . .	93 89
Insurance, . . . . .	552 55
Other general expenses: measuring and making blue prints of track, Commonwealth report, etc., . . . . .	205 04
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	355 04
Repair of electric line construction, . . . . .	140 39
Removal of snow and ice, . . . . .	1,423 04
Repair of buildings, . . . . .	51 03



Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	\$411 79
Repair of electric equipment of cars, . . . . .	412 43
Transportation expenses:	
Cost of electric motive power, . . . . .	2,123 77
Wages and compensation of persons employed in conducting transportation, . . . . .	3,549 53
Damages for injuries to persons and property, . . . . .	120 24
Tolls for trackage over other railways, . . . . .	576 93
Other transportation expenses: oil, waste, printing, etc., . . . . .	63 89
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$11,037 15</b>

#### PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 300 feet), . . . . .	\$137 97
New electric line construction, . . . . .	1 50
Other additions to railway: legal and engineering expenses, . . . . .	3 50
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$142 97</b>

#### GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$52,884 28	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	14,892 45	
Engineering and other expenses incident to construction, . . . . .	2,519 71	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$70,296 44</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$5,486 15	
Electric equipment of same, . . . . .	3,466 47	
Other items of equipment: fenders, heaters, etc., . . . . .	1,489 48	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>10,442 10</b>
Cost of land and buildings:		
Land necessary for operation of railway, . . . . .	\$1,207 25	
Buildings necessary for operation of railway, . . . . .	5,146 69	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>6,353 94</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$87,092 48</b>
Cash and current assets:		
Cash, . . . . .	\$2,769 01	
Bills and accounts receivable, . . . . .	4 16	
Other cash and current assets:		
Prepaid insurance, . . . . .	575 05	
Prepaid tax, . . . . .	168 40	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>3,516 62</b>
<b>Profit and Loss balance (deficit), . . . . .</b>		<b>6,666 87</b>
<b>TOTAL, . . . . .</b>		<b>\$97,275 97</b>

LIABILITIES.		Cr.	
Capital stock, . . . . .			\$60,000 00
Current liabilities:			
Loans and notes payable, . . . . .	\$35,250 00		
Audited vouchers and accounts, . . . . .	1,917 07		
TOTAL CURRENT LIABILITIES, . . . . .			37,167 07
Accrued liabilities: taxes accrued and not yet due, . . . . .			108 90
TOTAL, . . . . .			\$97,275 97

CAPITAL STOCK.			
Capital stock authorized by law, . . . . .	\$60,000 00		
Capital stock authorized by votes of company, . . . . .	60,000 00		
Capital stock issued and outstanding, . . . . .			\$60,000 00
Number of shares issued and outstanding, . . . . .	600		
Number of stockholders, . . . . .	12		
Number of stockholders in Massachusetts, . . . . .	12		
Amount of stock held in Massachusetts, . . . . .	\$60,000 00		

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	216,037
Number carried per mile of main railway track operated, . . . . .	43,035
Number of round trips run, . . . . .	6,489
Number of car miles run, . . . . .	60,998
Average number of persons employed, . . . . .	10

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	2
Open passenger cars equipped for electric power, . . . . .	3
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	5
Number of all above cars with 8 wheels, . . . . .	1
Number of cars equipped with fenders, . . . . .	5
Number of cars equipped with heaters (electric), . . . . .	2
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	8

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
Length of railway line, . . . . .	Miles. 4.190	Miles. .830	Miles. 5.020
Length of sidings, switches, etc., . . . . .	.041	-	.041
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	4.231	.830	5.061

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Woburn and Reading.

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	3	-	-	-	3
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	3	-	1	-	4

#### STATEMENT OF EACH ACCIDENT.

*Feb. 26, 1899.* — Car left rail, throwing man from platform and shaking up two ladies.

*April 12.* — Woman fell after alighting from car; ankle turned.

Other accidents have occurred during the year, whereby injuries of a slight nature were received, but as they were mostly caused by a lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOBURN & READING STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Elwin C. Foster, *Vice-President*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 333 Union Street, Lynn, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Elwin C. Foster, Lynn, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,  
CHARLES WILLIAMS,  
EDWIN L. STONE,  
*Directors.*  
CHARLES WILLIAMS,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 7, 1899. Then personally appeared the above-named Elwin C. Foster, Charles Williams and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

S. M. STOCKER,

*Justice of the Peace.*

# REPORT

## OF THE

### WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$60,753 87
Operating expenses, . . . . .	58,515 45
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$2,238 42
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$9,624 98
Interest and discount on unfunded debts and loans, . . . . .	8,601 39
Taxes, . . . . .	2,369 94
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	20,596 31
Deficit for the year ending September 30, 1899, . . . . .	\$18,357 89
Amount of deficit September 30, 1898, . . . . .	45,036 35
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$63,394 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$60,385 40
Receipts from carriage of mails, . . . . .	353 47
Receipts from advertising in cars, . . . . .	15 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$60,753 87
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$520 00
Insurance, . . . . .	3,060 00
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	2,276 94
Repair of electric line construction, . . . . .	103 03
Removal of snow and ice, . . . . .	1,347 50
Repair of buildings, . . . . .	105 58
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	3,854 88
Repair of electric equipment of cars, . . . . .	2,816 10
Renewal of horses, harnesses, shoeing, etc., . . . . .	51 96

Transportation expenses:	
Cost of electric motive power, . . . . .	\$8,481 96
Provender for horses, . . . . .	304 89
Wages and compensation of persons employed in conducting transportation, . . . . .	21,869 33
Damages for injuries to persons and property, . . . . .	11,578 41
Rentals of buildings and other property, . . . . .	420 00
Other transportation expenses: lights, fuel, oil, etc., . . . . .	1,724 87
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$58,515 45</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks, . . . . .	\$2,577 52
Other additions to railway: tools and construction supplies, . . . . .	410 73
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$2,988 25</b>
Additions to equipment, . . . . .	3,683 72
Additions to other permanent property: extension to car barn, . . . . .	127 63
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$6,799 60</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.	DR.	
Cost of railway:		
Roadway and tracks, . . . . .	\$292,686 93	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	51,737 32	
Other items of railway cost: tools and construction supplies, . . . . .	5,964 77	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$350,389 02</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$80,940 59	
Electric equipment of same, . . . . .	2,021 68	
Other items of equipment: miscellaneous property items, . . . . .	3,180 24	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>86,142 51</b>
Cost of land and buildings: buildings necessary for operation of railway, . . . . .		9,375 11
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$445,906 64</b>
Cash and current assets:		
Cash, . . . . .	\$4,915 17	
Other cash and current assets: prepaid insurance, . . . . .	22 50	
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>4,937 67</b>
<b>Profit and Loss balance (deficit), . . . . .</b>		<b>63,394 24</b>
<b>TOTAL, . . . . .</b>		<b>\$514,238 55</b>
LIABILITIES.	CR.	
Capital stock, . . . . .		\$140,000 00
Funded debt, . . . . .		195,000 00



## Current liabilities :

Loans and notes payable, . . . . .	\$141,194 85	
Audited vouchers and accounts, . . . . .	34,942 98	
Matured interest coupons unpaid (including coupons due October 1), . . . . .	2,374 94	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>\$178,512 77</b>
Accrued liabilities : taxes accrued and not yet due, . . . . .		725 78
<b>TOTAL, . . . . .</b>		<b>\$514,238 55</b>

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$200,000 00	
Capital stock authorized by votes of company, . . . . .	140,000 00	
Capital stock issued and outstanding, . . . . .		\$140,000 00
Number of shares issued and outstanding, . . . . .	1,400	
Number of stockholders, . . . . .	18	
Number of stockholders in Massachusetts, . . . . .	10	
Amount of stock held in Massachusetts, . . . . .	\$124,500 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 5	July 1, 1913,	\$195,000 00	\$9,624 98

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	1,207,106
Number carried per mile of main railway track operated, . . . . .	65,253
Number of round trips run, . . . . .	57,000
Number of car miles run, . . . . .	359,940
Average number of persons employed, . . . . .	45

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	10	
Open passenger cars equipped for electric power, . . . . .	16	
Total, . . . . .		26
Open passenger cars equipped for horse power, . . . . .		6
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>		<b>32</b>
Construction, repair and other work cars, . . . . .		3
Number of cars equipped with heaters (electric), . . . . .		1
Snow ploughs (electric), . . . . .		3
Carts and snow sleds : 2 carts, 1 sled, . . . . .		3
Other highway vehicles : 2 tower wagons, water cart, lumber wagon, platform wagon, express, . . . . .		6
Electric motors, . . . . .		50
Harnesses (double, 1 set; single, 2 sets), . . . . .		3

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	18.499 miles.
Length of sidings, switches, etc., . . . . .	.827 "
Total, computed as single track, . . . . .	19.326 "

## RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line, . . . . .	16.453 miles.
Length of sidings, switches, etc., . . . . .	.400 "
Total, computed as single track, . . . . .	16.853 "

System of electric motive power in use by the company: Thomson-Houston, General Electric Company and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Woonsocket, R. I., Cumberland, R. I., North Smithfield, R. I., Blackstone, Mass.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, Main Street, Blackstone, Mass., . . . . .	2	1
With New York, New Haven & Hartford Railroad, North Main Street, Woonsocket, R. I., . . . . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	5	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . . . 2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	2	-	1	-	3
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	1	8	1	8
TOTALS, . . . . .	-	2	1	9	1	11

## STATEMENT OF EACH ACCIDENT.

Nov. 24, 1898. — Car left rails on Court Street bridge; cause, ice on rails; John Fogarty and J. J. Manning each had rib broken.

Jan. 12, 1899. — Unknown person fell from car; head cut.

April 14. — Car coming down Cumberland Street, Woonsocket, R. I., when Blanche Dion, aged seven years, stepped in front of car before motorman could stop; ankle crushed.

*May 29.* — Geo. Hone, Slatersville, R. I., stepped in front of car; head cut.

*August 20.* — Car ran over woman lying beside track, crushing leg; she died at hospital.

*August 27.* — Car struck team with six people in it; all bruised.

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CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,

6 SOUTH MAIN STREET, WOONSOCKET, R. I.

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NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, Franklin, Mass. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

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NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Thomas Martin, Chelsea, Mass. Walter Whittlesey, Chelsea, Mass. Joseph G. Ray, Franklin, Mass. Edward H. Rathbun, Franklin, Mass. Willard Kent, Woonsocket, R. I. Henry L. Whittlesey, Newton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR K. RAY,  
JOSEPH G. RAY,  
EDWARD H. RATHBUN,  
THOMAS MARTIN,  
HENRY L. WHITTLESEY,  
WALTER WHITTLESEY,  
*Directors.*  
WALTER WHITTLESEY,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 28, 1899. Then personally appeared the above-named Edgar K. Ray, Joseph G. Ray and Edward H. Rathbun, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1899. Then personally appeared the above-named Thomas Martin, Walter Whittlesey and Henry L. Whittlesey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY S. NOON,  
*Justice of the Peace.*

## REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$16,560 75
Operating expenses, . . . . .	14,875 34
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$1,685 41
Charges upon income accrued during the year: taxes, . . . . .	948 49
NET DIVISIBLE INCOME, . . . . .	\$736 92
Dividends declared (4 per cent), . . . . .	2,400 00
Deficit for the year ending September 30, 1899, . . . . .	\$1,663 08
Amount of surplus September 30, 1898, . . . . .	2,423 61
Credits to profit and loss account during the year:	
One-half cost of improved brakes charged to car equipment, . . . . .	\$54 00
Cash from Worcester & Suburban Street Rail- way Company, . . . . .	122 19
TOTAL CREDITS, . . . . .	176 19
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$936 72
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$16,560 75
GROSS EARNINGS FROM OPERATION, . . . . .	\$16,560 75
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies, . . . . .	\$47 77
Insurance, . . . . .	768 95
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	792 00
Repair of electric line construction, . . . . .	188 90
Removal of snow and ice, . . . . .	905 85

Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	\$679 97
Repair of electric equipment of cars, . . . . .	194 69
Transportation expenses :	
Cost of electric motive power, . . . . .	4,954 23
Wages and compensation of persons employed in conducting transportation, . . . . .	6,240 72
Damages for injuries to persons and property, . . . .	75 00
Other transportation expenses :	
Lighting cars, . . . . .	20 00
Repairing tools, . . . . .	7 26
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$14,875 34</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Rails, . . . . .	\$20,000 00
Other additions to railway : engineering, . . . . .	918 39
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$20,918 39</b>
Additions to equipment :	
Additional cars (2 in number), . . . . .	\$2,500 00
Other additions to equipment :	
Vestibuling four cars, . . . . .	958 60
Sand boxes and brakes, . . . . .	97 60
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>3,556 20</b>
Additions to land and buildings :	
Additional land necessary for operation of railway, . . . . .	\$800 00
New buildings necessary for operation of railway (car barn), . . . . .	2,200 00
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>3,000 00</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$27,474 59</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

	ASSETS.	Dr.
Cost of railway :		
Roadway and tracks, . . . . .	\$49,406 07	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	9,950 23	
Interest accrued during construction of railway, . . . . .	526 66	
Engineering and other expenses incident to construction, . . . . .	7,221 15	
Other items of railway cost : purchase of railway, . . . . .	31,000 00	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$98,104 11</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$10,052 66	
Electric equipment of same, . . . . .	5,038 60	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>15,091 26</b>

Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$961 04	
Buildings necessary for operation of railway (car barn), . . . . .	2,200 00	
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>\$3,161 04</b>
Other permanent property :		
Office fixtures, . . . . .	\$50 00	
Tools, . . . . .	113 28	
<b>TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . . . . .</b>		<b>163 28</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$116,519 69</b>
Cash and current assets: cash, . . . . .		1,467 34
Miscellaneous assets: materials and supplies, . . . . .		453 60
<b>TOTAL, . . . . .</b>		<b>\$118,440 63</b>
<b>LIABILITIES.</b>		<b>Cr.</b>
Capital stock, . . . . .		\$60,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$54,466 92	
Audited vouchers and accounts, . . . . .	3,016 99	
Dividends not called for, . . . . .	20 00	
<b>TOTAL CURRENT LIABILITIES, . . . . .</b>		<b>57,503 91</b>
Profit and Loss balance (surplus), . . . . .		936 72
<b>TOTAL, . . . . .</b>		<b>\$118,440 63</b>
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, . . . . .	\$60,000 00	
Capital stock authorized by votes of company, . . . . .	60,000 00	
Capital stock issued and outstanding, . . . . .		\$60,000 00
Number of shares issued and outstanding, . . . . .	600	
Number of stockholders, . . . . .	16	
Number of stockholders in Massachusetts, . . . . .	16	
Amount of stock held in Massachusetts, . . . . .	\$60,000 00	

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	332,472
Number carried per mile of main railway track operated, . . . . .	47,092
Number of round trips run, . . . . .	9,808
Number of car miles run, . . . . .	135,227
Average number of persons employed, . . . . .	24

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . . .	4
Open passenger cars equipped for electric power, . . . . .	4
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . . . .</b>	<b>8</b>



Number of all above cars with 4 wheels, . . . . .	8
Number of cars equipped with fenders, . . . . .	8
Number of cars equipped with heaters (electric), . . . . .	4
Snow ploughs (electric), . . . . .	1
Electric motors, . . . . .	16

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	7.060 miles.
Length of sidings, switches, etc., . . . . .	.270 "
Total, computed as single track, . . . . .	7.330 "

System of electric motive power in use by the company : Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located : Millbury, Sutton, Grafton and Northbridge.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, . . . . .	1	1

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	1	-	1	-	2
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	1	-	1
TOTALS, . . . . .	-	1	-	2	-	3

## STATEMENT OF EACH ACCIDENT.

Intoxicated man, walking on track, struck by car; face cut.

Lady stepped from moving car; head slightly bruised.

Car left rails; man thrown from seat; arm sprained.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY  
COMPANY,

WORCESTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Matthew J. Whittall, *President*, Worcester, Mass. Alfred Thomas, *Vice-President and Treasurer*, Worcester, Mass. Willard E. Ballou, *Clerk of Corporation*, Worcester, Mass. Blackmer & Vaughan, *General Counsel*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Matthew J. Whittall, Worcester, Mass. Alfred Thomas, Worcester, Mass. Fred. W. Moore, Millbury, Mass. Thomas Wilmarth, Saundersville, Mass. Willard E. Ballou, Worcester, Mass. M. Percival Whittall, Worcester, Mass. Louis E. Chase, Wilkinsonville, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

MATTHEW J. WHITTALL,  
ALFRED THOMAS,  
WILLARD E. BALLOU,  
M. PERCIVAL WHITTALL,  
LOUIS E. CHASE,  
THOMAS WILMARTH,  
FREDERIC W. MOORE,

*Directors.*

ALFRED THOMAS,

*Treasurer.*

JOHN B. GORMAN,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 1, 1899. Then personally appeared the above-named Matthew J. Whittall, Alfred Thomas, Willard E. Ballou, M. Percival Whittall, Louis E. Chase, Thomas Wilmarth, Frederic W. Moore and John B. Gorman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS H. SULLIVAN,

*Justice of the Peace.*

## REPORT

OF THE

## WORCESTER &amp; CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Commenced operation December 1, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$33,711 18
Operating expenses, . . . . .	23,853 85
NET EARNINGS FROM OPERATION, . . . . .	\$9,857 33
Miscellaneous income: damages, Metropolitan Water Board, . . . . .	2,000 00
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$11,857 33
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$4,312 50
Interest and discount on unfunded debts and loans, . . . . .	452 01
Taxes, . . . . .	310 66
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	5,075 17
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$6,782 16
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$33,294 86
Receipts from tolls for use of tracks by other companies, . . . . .	4 00
Receipts from advertising in cars, . . . . .	400 00
Receipts from interest on deposits, . . . . .	12 32
GROSS EARNINGS FROM OPERATION, . . . . .	\$33,711 18
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,427 14
General office expenses and supplies, . . . . .	159 67

<b>General expenses — <i>Concluded.</i></b>		
Legal expenses, . . . . .		\$125 00
Insurance, . . . . .		879 43
Other general expenses: telephone and telegraph, \$220.22; advertising, subscriptions, etc., \$134.95; miscellaneous, \$115.76, . . . . .		470 93
<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		1,172 26
Repair of electric line construction, . . . . .		303 49
Removal of snow and ice, . . . . .		1,564 58
Repair of buildings, . . . . .		245 99
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		747 92
Repair of electric equipment of cars, . . . . .		1,351 70
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .		6,027 94
Wages and compensation of persons employed in conducting transportation, . . . . .		8,819 72
Tolls for trackage over other railways, . . . . .		56 50
Other transportation expenses: cleaning and oiling track, \$220.28; electric lamps, etc., for cars, \$88.99; printing, etc., \$97.25; miscellaneous, \$95.06, . . . . .		501 58
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$23,853 85</b>
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway:</b>		
Extension of tracks (length, 9,599 feet), completion of contract, . . . . .	\$53,757 16	
New electric line construction, completion of contract, . . . . .	20,446 75	
Other additions to railway: interest paid during construction, \$3,204.93; engineering and other expenses, \$5,358.70, . . . . .	8,563 63	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$82,767 54</b>
<b>Additions to equipment:</b>		
Additional cars (7 in number), . . . . .	\$7,258 16	
Electric equipment of same, . . . . .	3,621 84	
Other additions to equipment: 2 snow ploughs and flat car, . . . . .	5,144 04	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>16,024 04</b>
<b>Additions to land and buildings:</b>		
Additional land necessary for operation of railway, . . . . .	\$1,200 00	
New electric power stations, including machinery, etc., . . . . .	16,115 75	
Other new buildings necessary for operation of railway, . . . . .	2,155 35	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>19,471 10</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$118,262 68</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land sold, . . . . .</b>		<b>200 00</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$118,062 68</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway :		
Roadway and tracks, . . . . .	\$160,146	96
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	47,127	34
Interest accrued during construction of rail- way, . . . . .	4,151	91
Engineering and other expenses incident to construction, . . . . .	8,899	25
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$220,325 46</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . .	\$16,105	66
Electric equipment of same, . . . . .	12,615	58
Other items of equipment: snow ploughs and construction cars, . . . . .	5,144	04
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>33,865 28</b>
Cost of land and buildings :		
Land necessary for operation of railway, . .	\$2,008	50
Electric power stations, including equipment, Other buildings necessary for operation of railway, . . . . .	42,082	42
	4,155	35
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>48,246 27</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$302,437 01</b>
Cash and current assets :		
Cash, . . . . .	\$1,804	98
Sinking and other special funds, . . . . .	200	00
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>2,004 98</b>
Miscellaneous assets :		
Materials and supplies, . . . . .	\$523	50
Other assets and property: prepaid insur- ance, . . . . .	254	17
<b>TOTAL MISCELLANEOUS ASSETS, . . . . .</b>		<b>777 67</b>
<b>TOTAL, . . . . .</b>		<b>\$305,219 66</b>
LIABILITIES.		CR.
Capital stock, . . . . .	\$150,000	00
Funded debt, . . . . .	115,000	00
Current liabilities: loans and notes payable, . . . . .	32,000	00
Accrued liabilities: interest accrued and not yet due, . . . . .	1,437	50
Profit and Loss balance (surplus), . . . . .	6,782	16
<b>TOTAL, . . . . .</b>		<b>\$305,219 66</b>
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$150,000	00
Capital stock authorized by votes of company, . . . . .	150,000	00
Capital stock issued and outstanding, . . . . .		<b>\$150,000 00</b>
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	49	
Number of stockholders in Massachusetts, . . . . .	49	
Amount of stock held in Massachusetts, . . . . .	\$150,000	00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Jan. 1, 1919,	\$115,000 00	\$2,875 00

## SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1898, of American Loan and Trust Company fund for release of land, . . . . .	\$200 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1899, . . . . .	\$200 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	819,266
Number carried per mile of main railway track operated, .	70,444
Number of round trips run, . . . . .	8,849
Number of car miles run, . . . . .	197,705
Average number of persons employed, . . . . .	39
Company commenced operation December 1, 1898.	

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	7
Open passenger cars equipped for electric power, . . .	6
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	13
Construction, repair and other work cars, . . . . .	2
Number of cars equipped with fenders, . . . . .	13
Number of cars equipped with heaters (electric), . . . . .	7
Snow ploughs (electric), . . . . .	2
Other highway vehicles: tower wagon, . . . . .	1
Electric motors, . . . . .	28

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . . . .	11.630 miles.
Length of sidings, switches, etc., . . . . .	.284 "
Total, computed as single track, . . . . .	11.914 "

System of electric motive power in use by the company: Walker generators; Johnston and General Electric motors.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Boylston and Clinton.



## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & CLINTON STREET RAILWAY COMPANY,  
CLINTON, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander S. Paton, *President*, Leominster, Mass. Jerome Marble, *Vice-President*, Worcester, Mass. Walter R. Dame, *Treasurer, Clerk of Corporation and General Counsel*, Clinton, Mass. John W. Ogden, *Superintendent*, Boylston Centre, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander S. Paton, Leominster, Mass. Jerome Marble, Worcester, Mass. William S. Reed, Leominster, Mass. George R. Damon, Leominster, Mass. Theodore S. Johnson, Worcester, Mass. George A. Flagg, Boylston Centre, Mass. Walter R. Dame, Clinton, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEXANDER S. PATON,  
JEROME MARBLE,  
WILLIAM S. REED,  
GEO. R. DAMON,  
WALTER R. DAME,  
*Directors.*  
WALTER R. DAME,  
*Treasurer.*  
JOHN W. OGDEN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 18, 1899. Then personally appeared the above-named Alexander S. Paton, Jerome Marble, William S. Reed, Geo. R. Damon and Walter R. Dame, directors, Walter R. Dame, treasurer, and John W. Ogden, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES A. KABLEY,  
*Justice of the Peace.*

## REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$610,153 05
Operating expenses, . . . . .	439,159 79
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$170,993 26
Charges upon income accrued during the year :	
Interest on funded debt, . . . . .	\$32,500 00
Interest and discount on unfunded debts and loans, . . . . .	10,487 90
Taxes, . . . . .	34,556 55
Rentals of leased railways :	
North End Street Railway Company, . . . . .	\$8,000 00
Worcester & Shrewsbury Railroad Company, . . . . .	3,750 00
Worcester & Shrewsbury Street Railway Company, . . . . .	1,000 00
	12,750 00
Other deductions from income: attractions at Lake Quinsigamond, . . . . .	5,447 95
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	95,742 40
NET DIVISIBLE INCOME, . . . . .	\$75,250 86
Dividends declared (8 per cent), . . . . .	56,000 00
Surplus for the year ending September 30, 1899, . . . . .	\$19,250 86
Amount of surplus September 30, 1898, . . . . .	116,785 86
	\$136,036 72
Debits to profit and loss account during the year :	
Depreciation of equipment, . . . . .	\$19,200 00
Depreciation of horses, . . . . .	500 00
TOTAL DEBITS, . . . . .	19,700 00
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$116,336 72

## EARNINGS FROM OPERATION.

Receipts from passengers carried, . . . . .	\$602,617 70
Receipts from carriage of mails, . . . . .	819 67
Receipts from tolls for use of tracks by other companies, . . . . .	1,649 75
Receipts from rentals of buildings and other property, . . . . .	2,510 95
Receipts from advertising in cars, . . . . .	2,299 98
Receipts from interest on deposits, . . . . .	255 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$610,153 05

## EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks, . . . . .	\$17,809 28
General office expenses and supplies, . . . . .	2,935 14
Legal expenses, . . . . .	2,143 83
Insurance, . . . . .	35,840 46
Other general expenses: miscellaneous expenses, . . . . .	2,476 54
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	22,084 22
Repair of electric line construction, . . . . .	7,208 06
Removal of snow and ice, . . . . .	10,400 79
Repair of buildings, . . . . .	4,429 58
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	30,337 40
Repair of electric equipment of cars, . . . . .	18,054 87
Renewal of horses, harnesses, shoeing, etc., . . . . .	860 60
Transportation expenses:	
Cost of electric motive power, \$84,719.56; less power sold, \$92.85; net, . . . . .	84,626 71
Provender for horses, . . . . .	550 42
Wages and compensation of persons employed in conducting transportation, . . . . .	143,644 41
Tolls for trackage over other railways, . . . . .	873 05
Rentals of buildings and other property, . . . . .	50,300 00
Other transportation expenses: fuel for cars and buildings, oil, waste, lights, sand, tools, etc., . . . . .	4,584 43
TOTAL OPERATING EXPENSES, . . . . .	\$439,159 79

## PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 55,128 feet), . . . . .	\$84,959 94
New electric line construction (length, 55,128 feet trolley; 99,378 feet feed), . . . . .	36,708 60
TOTAL ADDITIONS TO RAILWAY, . . . . .	\$115,668 54
Additions to equipment:	
Additional cars (26 in number), . . . . .	\$39,264 71
Electric equipment of same, . . . . .	29,239 86
Other additional rolling stock and vehicles, . . . . .	1,281 10
TOTAL ADDITIONS TO EQUIPMENT, . . . . .	69,785 67
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .	\$185,454 21

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Old rails sold, . . . . .	\$574 26	
Depreciation, cars, . . . . .	15,600 00	
Depreciation, electrical equipment of cars, .	3,600 00	
Depreciation, horses, . . . . .	500 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		\$20,274 26
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$165,179 95

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		DR.
Cost of railway:		
Roadway and tracks, . . . . .	\$1,085,042 93	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	128,717 76	
Engineering and other expenses incident to construction, . . . . .	14,250 63	
TOTAL COST OF RAILWAY OWNED, . . . . .		\$1,228,011 32
Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$148,302 57	
Electric equipment of same, . . . . .	167,598 05	
Horses, . . . . .	500 00	
TOTAL COST OF EQUIPMENT OWNED, . . . . .		316,400 62
Cost of land and buildings:		
Land necessary for operation of railway, .	\$87,328 45	
Electric power stations, including equipment, .	118,125 76	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		205,454 21
TOTAL PERMANENT INVESTMENTS, . . . . .		\$1,749,866 15
Cash and current assets:		
Cash, . . . . .	\$38,933 62	
Bills and accounts receivable, . . . . .	1,442 35	
TOTAL CASH AND CURRENT ASSETS, . . . . .		40,375 97
Miscellaneous assets:		
Materials and supplies, . . . . .	\$21,631 07	
Other assets and property, . . . . .	1,233 86	
TOTAL MISCELLANEOUS ASSETS, . . . . .		22,864 93
TOTAL, . . . . .		\$1,813,107 05
LIABILITIES.		CR.
Capital stock, . . . . .		\$700,000 00
Funded debt, . . . . .		650,000 00
Real estate mortgages, . . . . .		4,500 00

Current liabilities :				
Loans and notes payable, . . . .		\$256,090	41	
Audited vouchers and accounts, . . . .		64,683	54	
TOTAL CURRENT LIABILITIES, . . . . .				\$320,773 95
Accrued liabilities :				
Interest accrued and not yet due, . . . .		\$5,416	66	
Taxes accrued and not yet due, . . . .		13,558	89	
Rentals accrued and not yet due, . . . .		2,520	83	
TOTAL ACCRUED LIABILITIES, . . . . .				21,496 38
Profit and Loss balance (surplus), . . . .				116,336 72
TOTAL, . . . . .				\$1,813,107 05

## CAPITAL STOCK.

Capital stock authorized by law, . . . .	\$700,000	00	
Capital stock authorized by votes of company, . . . .	700,000	00	
Capital stock issued and outstanding, . . . .			\$700,000 00
Number of shares issued and outstanding, . . . .	7,000		
Number of stockholders, . . . .	6		
Number of stockholders in Massachusetts, . . . .	3		
Amount of stock held in Massachusetts, . . . .	\$300	00	

## REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land and building, Shrewsbury Street,	Per Cent. 5	Demand, .	\$4,500 00	\$225 00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 5	1907, . . .	\$150,000 00	\$7,500 00
Twenty-year gold bonds, . . . . .	5	1914, . . .	500,000 00	25,000 00
TOTALS, . . . . .	. . .	. . .	\$650,000 00	\$32,500 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	12,193,002
Number carried per mile of main railway track operated, . . . .	232,080
Number of round trips run, . . . . .	359,910
Number of car miles run, . . . . .	2,356,649
Average number of persons employed, . . . . .	400

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	82
Open passenger cars equipped for electric power, . . .	79
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>161</b>
Construction, repair and other work cars, . . .	1
Number of all above cars with 8 wheels, . . .	19
Number of cars equipped with fenders, . . .	162
Number of cars equipped with heaters (electric, 15; stoves, 67),	82
Snow ploughs (electric), . . .	10
Carts and snow sleds, . . .	14
Other highway vehicles: road machines and trolley wagons, .	9
Electric motors, . . .	245
Horses, . . .	6

## RAILWAY OWNED, LEASED, ETC.

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . .	Miles. 33.733	Miles. 8.110	Miles. 1.115	Miles. 42.958
Length of second main track, . . .	9.580	—	—	9.580
<b>TOTAL LENGTH OF MAIN TRACK, .</b>	<b>43.313</b>	<b>8.110</b>	<b>1.115</b>	<b>52.538</b>
Length of sidings, switches, etc., . . .	1.018	1.219	—	2.237
<b>TOTAL, COMPUTED AS SINGLE TRACK,</b>	<b>44.331</b>	<b>9.329</b>	<b>1.115</b>	<b>54.775</b>

## RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Steam Power only.	By Electric Power only.	Total Operated.
Length of railway line, . . .	Miles. 2.690	Miles. 40.268	Miles. 42.958
Length of second main track, . . .	—	9.580	9.580
<b>TOTAL LENGTH OF MAIN TRACK, . . .</b>	<b>2.690</b>	<b>49.848</b>	<b>52.538</b>
Length of sidings, switches, etc., . . .	.957	1.280	2.237
<b>TOTAL, COMPUTED AS SINGLE TRACK, . . .</b>	<b>3.647</b>	<b>51.128</b>	<b>54.775</b>

## RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . .	6.453 miles.
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System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester.



## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Boston & Albany and New York, New Haven & Hartford Railroads, at Grafton Street, . . . . .	10	1
With Boston & Albany and New York, New Haven & Hartford Railroads, at Green Street, . . . . .	6	1
With Boston & Maine and Fitchburg Railroads, at Shrewsbury Street, . . . . .	3	1
With Boston & Maine and Fitchburg Railroads, at Summer Street, . . . . .	3	2
With Boston & Maine and Fitchburg Railroads, at Thomas Street, . . . . .	2	1
With Boston & Maine and Fitchburg Railroads, at Lincoln Square, . . . . .	3	2
With Boston & Maine and Fitchburg Railroads, at Barber's Crossing, . . . . .	3	1
With New York, New Haven & Hartford Railroad, at Green Street, Quinsigamond Village, . . . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	32	10

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	12	-	58	-	70
Employees, . . . . .	-	1	-	2	-	3
Other persons, . . . . .	-	3	1	64	1	67
TOTALS, . . . . .	-	16	1	124	1	140

## STATEMENT OF EACH ACCIDENT.

Oct. 1, 1898. — Man fell trying to get on moving car.

October 4. — Collision of team and car; driver injured.

October 9. — Man fell from rear platform of car.

October 14. — Woman fell getting off car.

October 19. — Woman fell getting off car.

October 25. — Collision of team and car; driver jumped off and fell.

October 31. — Collision of meat cart and car; driver injured.

October 31. — Woman knocked down by car.

November 1. — Horse shied and ran against car; two women thrown from carriage.

November 3. — Man fell from the platform of car.

November 3. — Woman jumped from moving car and fell.

November 4. — Collision of team and car; driver claimed to be injured.

November 8. — Boy jumped in front of car; pushed by the fender.

November 10. — Man fell getting off car not moving.

November 11. — Man fell trying to get on moving car.

November 21. — Bicyclist ran against car.

November 24. — Man struck by car.

November 26. — Man jumped from car and fell.

November 26. — Woman slipped from step of car not moving.

December 3. — Boy jumped from sleigh in front of car.

*December 4.* — Woman stumbled and fell getting on car not moving.

*December 19.* — Boy jumped from ice team in front of car.

*December 25.* — Man fell from platform of car.

*December 30.* — Collision of team and car; driver hurt.

*December 31.* — Man struck by car.

*Jan. 7, 1899.* — Man jumped from moving car and fell.

*January 18.* — Collision of team and car; driver thrown out.

*January 31.* — Collision of team and car; driver injured.

*January 31.* — Boy fell trying to get on moving car.

*February 1.* — Boy playing in street struck by car.

*February 3.* — Woman slipped from step of car not moving and fell.

*February 4.* — Woman struck by car.

*February 4.* — Man fell trying to get on moving car.

*February 10.* — Man, very drunk, staggered in front of car and was knocked down.

*February 11.* — Man fell getting off moving car.

*February 24.* — Car derailed; man injured.

*March 10.* — Boy fell from step of car when getting on.

*March 18.* — Man fell getting off moving car.

*March 20.* — End sign fell; passenger received a slight scratch.

*March 25.* — Team, coming from side street, struck car; man thrown out.

*April 2.* — Man fell after getting off car.

*April 3.* — Collision of team and car; man on team slightly injured.

*April 3.* — Collision with fire engine; motorman hurt.

*April 3.* — Collision with team; man thrown out.

*April 5.* — Boy ran against the side of the car.

*April 8.* — Man fell from rear platform.

*April 9.* — Woman, standing up, fell by the sudden stopping of car.

*April 11.* — Trolley wire fell; horse killed; man claimed to be injured.

*April 15.* — Man fell getting off moving car.

*April 16.* — Small boy fell from the car.

*April 28.* — Man struck by car.

*April 29.* — Car derailed; child slightly hurt.

*May 2.* — Child, playing in the street, ran against the car.

*May 3.* — Employee struck by car.

*May 4.* — Man on bicycle ran against rear end of car.

*May 13.* — Man fell from moving car.

*May 15.* — Boy ran from behind car against car going in opposite direction.

*May 20.* — Collision of covered wagon and car; occupants thrown out.

*May 27.* — Woman struck by car.

*May 28.* — Bicyclist attempted to cross track in front of car; killed.

*June 1.* — Collision of team and car; driver hurt.

*June 2.* — Boy playing in the street hit by running-board.

*June 3.* — Frightened by flash from controller, woman jumped from the car.

*June 5.* — Woman pushed in front of car by man in whose company she was.

*June 7.* — Collision of top carriage and car; driver hurt.

*June 10.* — Woman fell from running-board of car not moving.

*June 11.* — Woman jumped from moving car and fell.

*June 13.* — Child struck by the car.

*June 15.* — Man fell trying to get on moving car.

*June 16.* — Man fell trying to get on moving car.

*June 17.* — Man jumped from team in front of car and was knocked down.

*June 18.* — Boy fell trying to get on moving car.

- June 18.* — Woman struck by car.  
*June 18.* — Woman stepped from moving car and fell.  
*June 19.* — Boy on bicycle ran against side of car.  
*June 20.* — Conductor on running-board hit by car going in opposite direction.  
*June 26.* — Register fell, striking man on leg.  
*June 29.* — Woman fell getting off the car.  
*July 1.* — Man jumped from moving car and fell.  
*July 1.* — Woman fell getting off car not moving.  
*July 2.* — Man fell trying to get on moving car.  
*July 2.* — Man jumped for hat that had blown off and fell.  
*July 2.* — Boy jumped from moving car and fell.  
*July 2.* — Girl, on bicycle, struck by car.  
*July 4.* — Child knocked down by running-board of car.  
*July 6.* — Man, on bicycle, struck by car.  
*July 6.* — Man fell trying to get on car.  
*July 9.* — Collision with phaeton; occupants thrown out.  
*July 9.* — Woman fell getting off the car.  
*July 14.* — Collision of team and car; driver thrown out.  
*July 17.* — Woman fell getting off the car.  
*July 19.* — Woman fell getting off the car.  
*July 21.* — Man fell trying to get on moving car.  
*July 22.* — Man on running-board hit by passing team.  
*July 23.* — Collision of cars; two persons slightly injured.  
*July 25.* — Man fell getting off moving car.  
*July 26.* — Child struck by fender of car.  
*July 26.* — Man fell trying to get on moving car.  
*July 27.* — Child, playing in the street, struck by car.  
*July 27.* — Woman jumped from moving car and fell.  
*July 28.* — Collision of wagon and car; driver claimed to be injured.  
*July 28.* — Girl, on bicycle, ran against side of car.  
*July 31.* — Man jumped from moving car and fell.  
*August 1.* — Man fell getting off moving car.  
*August 1.* — Collision of bicycle and car; rider hurt.  
*August 1.* — Man on running-board struck by fence.  
*August 4.* — Man jumped for hat that had blown off and fell.  
*August 6.* — Man jumped for hat that had blown off and fell.  
*August 7.* — Man fell getting off moving car.  
*August 9.* — Girl jumped from moving car and fell.  
*August 13.* — Woman stepped from moving car and fell.  
*August 13.* — Man fell trying to get on moving car.  
*August 14.* — Man fell trying to get on moving car.  
*August 15.* — Woman fell getting off moving car.  
*August 19.* — Boy hit by brake handle.  
*August 20.* — Boy jumped from running-board and fell.  
*August 20.* — Woman fell getting off the car.  
*August 22.* — Woman fell getting off the car.  
*August 23.* — Man on running-board hit by a passing team.  
*August 23.* — Child fell from the seat of car.  
*August 26.* — Man jumped from moving car and fell.  
*August 27.* — Man jumped from moving car and fell.  
*August 28.* — Man fell getting off the car.  
*September 2.* — Collision of meat cart and car; driver thrown out.  
*September 3.* — Man on running-board hit by car going in opposite direction.

*September 4.* — Boy ran from behind team in front of car and was knocked down.

*September 4.* — Man fell trying to get on moving car.

*September 4.* — Man on running-board hit by team.

*September 5.* — Child ran in front of car and was knocked down.

*September 9.* — Controller flashed; woman jumped from car and fell.

*September 9.* — Boy pushed from car by other boys.

*September 9.* — Man jumped from moving car and fell.

*September 9.* — Boy ran against side of car.

*September 10.* — Man jumped from moving car and fell.

*September 14.* — Man fell getting off moving car.

*September 14.* — Man fell trying to get on moving car.

*September 16.* — Man on running-board struck by a passing team.

*September 22.* — Boy jumped from moving car and fell.

*September 23.* — Man jumped from moving car and fell.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,  
15 MARKET STREET, WORCESTER, MASS.

#### NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis H. Dewey, *President and General Counsel*, 15 Market Street, Worcester, Mass. A. George Bullock, *Vice-President*, 340 Main Street, Worcester, Mass. Albert H. Stone, *Treasurer and Clerk of Corporation*, 15 Market Street, Worcester, Mass. John N. Akarman, *Superintendent*, 15 Market Street, Worcester, Mass.

#### NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Edward J. Moore, Philadelphia, Pa. Thomas C. Barr, Newark, N. J. Albert H. Stone, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

F. H. DEWEY,  
A. G. BULLOCK,  
ALBERT H. STONE,  
*Directors.*  
ALBERT H. STONE,  
*Treasurer.*  
JNO. N. AKARMAN,  
*Superintendent.*

#### COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Oct. 30, 1899. Then personally appeared the above-named F. H. Dewey, A. G. Bullock and Albert H. Stone, directors, Albert H. Stone, treasurer, and John N. Akarman, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD J. SARTELLE,  
*Justice of the Peace.*

## REPORT

OF THE

WORCESTER & MARLBOROUGH STREET RAILWAY  
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$65,187 82
Operating expenses, . . . . .	44,540 51
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$20,647 31
Charges upon income accrued during the year:	
Interest on funded debt, . . . . . \$10,000 00	
Interest and discount on unfunded debts and loans, . . . . . 567 83	
Taxes, . . . . . 3,300 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	13,867 83
NET DIVISIBLE INCOME, . . . . .	\$6,779 48
Dividends declared (3 per cent on \$200,000), . . . .	6,000 00
Surplus for the year ending September 30, 1899, . . .	\$779 48
Amount of surplus September 30, 1898, . . . . .	23,957 68
	\$24,737 16
Credits to profit and loss account during the year: accounts payable charged off, . . . . . \$109 00	
Debits to profit and loss account during the year: depreciation, . . . . . 10,894 51	
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . .	10,785 51
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$13,951 65
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$64,127 82
Receipts from carriage of mails, . . . . .	600 00
Receipts from rentals of buildings and other property, . .	160 00
Receipts from advertising in cars, . . . . .	300 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$65,187 82
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,749 98
General office expenses and supplies, . . . . .	1,586 38



<b>General expenses — <i>Concluded.</i></b>		
Legal expenses, . . . . .		\$117 00
Insurance (fire, \$747 32; accident, \$2,437.49), . . . . .		3,184 81
Other general expenses:		
Printing and advertising, . . . . .		284 13
Water, \$67.96; lamps, \$66; oil and grease, \$126.19, . . . . .		260 15
<b>Maintenance of roadway and buildings:</b>		
Repair of roadbed and track, . . . . .		2,000 54
Repair of electric line construction, . . . . .		313 01
Removal of snow and ice, . . . . .		3,903 11
Repair of buildings, . . . . .		98 03
<b>Maintenance of equipment:</b>		
Repair of cars and other vehicles, . . . . .		3,483 38
Repair of electric equipment of cars, . . . . .		1,275 80
<b>Transportation expenses:</b>		
Cost of electric motive power, . . . . .		8,415 73
Wages and compensation of persons employed in conducting transportation, . . . . .		13,305 26
Damages for injuries to persons and property, . . . . .		69 10
Tolls for trackage over other railways, . . . . .		582 91
Other transportation expenses: other employees, . . . . .		3,911 19
<b>TOTAL OPERATING EXPENSES, . . . . .</b>		<b>\$44,540 51</b>
<b>PROPERTY ACCOUNTS.</b>		
<b>Additions to railway:</b>		
Extension of tracks, . . . . .	\$14,017 17	
New electric line construction, . . . . .	15,329 90	
Other additions to railway: state road, . . . . .	5,047 68	
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>		<b>\$34,394 75</b>
<b>Additions to equipment:</b>		
Additional cars, . . . . .	\$2,382 90	
Electric equipment of same, . . . . .	7,996 95	
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>		<b>10,379 85</b>
<b>Additions to land and buildings:</b>		
Additional land necessary for operation of railway, . . . . .	\$4,381 86	
New electric power stations, including machinery, etc., . . . . .	17,841 00	
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>		<b>22,222 86</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>		<b>\$66,997 46</b>
<b>Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):</b>		
Roadbed and track depreciation, . . . . .	\$5,960 79	
Surveying and legal expenses, . . . . .	10,952 75	
Cars and rolling stock depreciation, . . . . .	1,134 25	
Equipment depreciation, . . . . .	1,445 77	
Land and buildings, . . . . .	2,353 70	
State road and new construction, charged to property accounts, . . . . .	48,339 57	
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>		<b>70,186 83</b>
<b>NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>		<b>\$3,189 37</b>



## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway :		
Roadway and tracks, . . . . .	\$234,645	19
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	52,254	25
Office furniture and tools, . . . . .	500	00
Other items of railway cost : state road, . . . . .	5,047	68
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$292,447 12</b>
Cost of equipment :		
Cars and other rolling stock and vehicles, . . . . .	\$24,798	65
Electric equipment of same, . . . . .	34,290	48
Horses, . . . . .	150	00
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>59,239 13</b>
Cost of land and buildings :		
Land necessary for operation of railway, . . . . .	\$19,322	13
Electric power stations, including equipment, . . . . .	76,066	00
<b>TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .</b>		<b>95,388 13</b>
<b>TOTAL PERMANENT INVESTMENTS, . . . . .</b>		<b>\$447,074 38</b>
Cash and current assets :		
Cash, . . . . .	\$9,607	24
Bills and accounts receivable, . . . . .	2,681	25
<b>TOTAL CASH AND CURRENT ASSETS, . . . . .</b>		<b>12,288 49</b>
Miscellaneous assets : materials and supplies, . . . . .		1,751 62
<b>TOTAL, . . . . .</b>		<b>\$461,114 49</b>
LIABILITIES.		Cr.
Capital stock, . . . . .	\$238,900	00
Funded debt, . . . . .	200,000	00
Current liabilities : loans and notes payable, . . . . .	5,000	00
Accrued liabilities : taxes accrued and not yet due, . . . . .	3,262	84
Profit and Loss balance (surplus), . . . . .	13,951	65
<b>TOTAL, . . . . .</b>		<b>\$461,114 49</b>
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$240,000	00
Capital stock authorized by votes of company, . . . . .	240,000	00
Capital stock issued and outstanding, . . . . .		\$238,900 00
Number of shares issued and outstanding, . . . . .	2,389	
Number of stockholders, . . . . .	90	
Number of stockholders in Massachusetts, . . . . .	78	
Amount of stock held in Massachusetts, . . . . .	\$220,500	00

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold, . . . .	Per Cent. 5	Oct. 1, 1917, .	\$200,000 00	\$10,000 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,205,415
Number carried per mile of main railway track operated, .	69,436
Number of round trips run, . . . . .	9,220
Number of car miles run, . . . . .	319,993
Average number of persons employed, . . . . .	40

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . . .	12
Open passenger cars equipped for electric power, . . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	20
Construction, repair and other work cars, . . . . .	1
Number of cars equipped with fenders, . . . . .	19
Number of cars equipped with heaters (electric), . . . .	11
Snow ploughs (electric), . . . . .	3
Other railway rolling stock: open passenger car bodies, .	6
Carts and snow sleds, . . . . .	2
Other highway vehicles: tower wagon, . . . . .	1
Electric motors, . . . . .	40
Harnesses (single), . . . . .	2

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line, . . . . .	16.870	.490	17.360
Length of sidings, switches, etc., . . . . .	.650	-	.650
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	17.520	.490	18.010

System of electric motive power in use by the company: overhead trolley.  
Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Northborough, Westborough and Marlborough.

## GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Shrewsbury Street, Worcester, .	3	1
With New York, New Haven & Hartford Railroad, Northborough, .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . . . .	4	2

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	-	-	-	6	-	6
Employees, . . . . .	-	-	-	-	-	-
Other persons, . . . . .	-	-	-	2	-	2
TOTALS, . . . . .	-	-	-	8	-	8

## STATEMENT OF EACH ACCIDENT.

*Oct. 8, 1898.* — Two drunken men drove in front of moving car; wagon upset; occupants slightly injured.

*June 4, 1899.* — Man stepped off car and fell, bruising face.

*June 13.* — Lady stepped off car backward, spraining wrist.

*June 17.* — Lady stepped off car backwards and fell, bruising her thumb.

*August 19.* — Man stepped from moving car and fell, bruising face.

*September 9.* — Man stepped from moving car; slightly injured hand.

*September 13.* — Drunken man fell from car, bruising his face.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY,

NORTHBOROUGH, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. Henry Whitcomb, *President*, Worcester, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. S. Reed Anthony, *Treasurer*, 53 State Street, Boston, Mass. E. P. Shaw, Jr., *Clerk of Corporation and General Manager*, 53 State Street, Boston, Mass. B. L. Dickerson, *Superintendent*, Northborough, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. Henry Whitcomb, Worcester, Mass. Otis E. Putnam, Worcester, Mass.  
John C. MacInnes, Worcester, Mass. C. O. Green, Shrewsbury, Mass. Geo.  
L. Smith, Westborough, Mass. S. Reed Anthony, Boston, Mass. Wm. A.  
Tucker, Boston, Mass. P. L. Saltonstall, Boston, Mass. John W. Knibbs,  
Worcester, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

G. HENRY WHITCOMB,  
OTIS E. PUTNAM,  
S. REED ANTHONY,  
WM. A. TUCKER,  
JOHN C. MACINNES,  
JOHN W. KNIBBS,  
GEO. L. SMITH,  
PHILIP L. SALTONSTALL,  
*Directors.*  
S. REED ANTHONY,  
*Treasurer.*  
E. P. SHAW, JR.,  
*General Manager.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 16, 1899. Then personally appeared the above-named G. Henry Whitcomb, Otis E. Putnam, S. Reed Anthony, Wm. A. Tucker, John C. MacInnes, John W. Knibbs, Geo. L. Smith, Philip L. Saltonstall and E. P. Shaw, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L K. SNOW,  
*Justice of the Peace.*

## REPORT

OF THE

## WORCESTER &amp; SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$3,750 00
Income from other sources: interest on deposits, . . . . .	10 27
GROSS INCOME, . . . . .	\$3,760 27
Expenses and charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$1,100 00
Other expenses and charges upon income:	
legal expenses, . . . . .	1,825 00
TOTAL EXPENSES AND CHARGES UPON INCOME, . . . . .	2,925 00
Surplus for the year ending September 30, 1899, . . . . .	\$835 27
Amount of surplus September 30, 1898, . . . . .	85,212 15
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$86,047 42
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway: roadbed and tracks, . . . . .	\$70,803 58
Cost of equipment: cars and other rolling stock and vehicles, . . . . .	52,710 86
TOTAL PERMANENT INVESTMENTS, . . . . .	\$123,514 44
Cash and current assets:	
Cash, . . . . .	\$2,632 34
Bills and accounts receivable, . . . . .	18,725 64
TOTAL CASH AND CURRENT ASSETS, . . . . .	21,357 98
TOTAL, . . . . .	\$144,872 42
LIABILITIES.	CR.
Capital stock, . . . . .	\$36,825 00
Funded debt, . . . . .	22,000 00
Profit and Loss balance (surplus), . . . . .	86,047 42
TOTAL, . . . . .	\$144,872 42

CAPITAL STOCK.				
Capital stock authorized by law, . . . . .	\$40,000	00		
Capital stock authorized by votes of company, . . . . .	36,825	00		
Capital stock issued and outstanding, . . . . .			\$36,700	00
Amount paid in on shares not yet issued, . . . . .			125	00
TOTAL CAPITAL STOCK LIABILITY, . . . . .				\$36,825 00
Number of shares issued and outstanding, . . . . .	367			
Number of stockholders, . . . . .	6			
Number of stockholders in Massachusetts, . . . . .	6			
Amount of stock held in Massachusetts, . . . . .	\$36,700	00		

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . . . .	5	Jan. 1, 1905, .	\$22,000 00	\$1,100 00

## RAILWAY OWNED.

Length of railway line, . . . . .	2.700	miles.
Length of sidings, switches, etc., . . . . .	.500	"
Total, computed as single track, . . . . .	3.200	"

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,  
WORCESTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, Worcester, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. Josiah H. Clarke, Worcester, Mass.  
George A. Stevens, Worcester, Mass. Francis H. Bigelow, Worcester, Mass.  
Irving E. Bigelow, Shrewsbury, Mass.



We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,  
GEO. A. STEVENS,  
FRANCIS H. BIGELOW,  
IRVING E. BIGELOW,

*Directors.*

IRVING E. BIGELOW,

*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 1, 1899. Then personally appeared the above-named Horace H. Bigelow, George A. Stevens, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOLLIS W. COBB,

*Justice of the Peace.*

# REPORT

## OF THE

### WORCESTER & SHREWSBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway, . . . . .	\$1,000 00
NET DIVISIBLE INCOME, . . . . .	\$1,000 00
Dividends declared (5 per cent), . . . . .	\$1,000 00
Amount of surplus September 30, 1898, . . . . .	\$22 05
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$22 05
GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks, . . . . .	\$9,263 00
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	2,137 00
Interest accrued during construction of rail- way, . . . . .	300 00
TOTAL COST OF RAILWAY OWNED, . . . . .	\$11,700 00
Cost of equipment:	
Cars and other rolling stock and vehicles, . . . . .	\$2,800 00
Electric equipment of same, . . . . .	3,500 00
Other items of equipment, . . . . .	2,000 00
TOTAL COST OF EQUIPMENT OWNED, . . . . .	8,300 00
TOTAL PERMANENT INVESTMENTS, . . . . .	\$20,000 00
Cash and current assets: cash, . . . . .	22 05
TOTAL, . . . . .	\$20,022 05
LIABILITIES.	CR.
Capital stock, . . . . .	\$20,000 00
Profit and Loss balance (surplus), . . . . .	22 05
TOTAL, . . . . .	\$20,022 05

CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$20,000 00	
Capital stock authorized by votes of company, . . . . .	20,000 00	
Capital stock issued and outstanding, . . . . .		\$20,000 00
Number of shares issued and outstanding, . . . . .	200	
Number of stockholders, . . . . .	6	
Number of stockholders in Massachusetts, . . . . .	6	
Amount of stock held in Massachusetts, . . . . .	\$20,000 00	

## RAILWAY OWNED.

Length of railway line, . . . . .	.425 miles.
Length of sidings, switches, etc., . . . . .	.034 "
Total, computed as single track, . . . . .	.459 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,  
WORCESTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,  
JULIAN F. BIGELOW,  
FRANCIS H. BIGELOW,  
IRVING E. BIGELOW,  
*Directors.*  
HORACE H. BIGELOW,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 1, 1899. Then personally appeared the above-named Horace H. Bigelow, Julian F. Bigelow, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOLLIS W. COBB,  
*Justice of the Peace.*

## REPORT

OF THE

## WORCESTER &amp; SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$156,944 25
Operating expenses, . . . . .	114,003 54
GROSS INCOME ABOVE OPERATING EXPENSES, .	\$42,940 71
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$10,000 00
Interest and discount on unfunded debts and loans, . . . . .	7,435 83
Taxes:	
State and local, . . . . .	\$11,341 05
Excise, . . . . .	3,101 92
	14,442 97
Other deductions from income:	
State highway, \$4,126.09;	
bond account, \$306.28, . . . . .	\$4,432 37
Adjustment, fuel account, \$2,269.10; bills receivable, \$146.73, . . . . .	2,415 83
	6,848 20
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	38,727 00
NET DIVISIBLE INCOME, . . . . .	\$4,213 71
Dividends declared (2 per cent), . . . . .	10,850 00
Deficit for the year ending September 30, 1899, . . . . .	\$6,636 29
Amount of surplus September 30, 1898, . . . . .	9,952 52
TOTAL SURPLUS SEPTEMBER 30, 1899, . . . . .	\$3,316 23
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$155,096 08
Receipts from carriage of mails, . . . . .	271 66
Receipts from tolls for use of tracks by other companies, . . . . .	115 55
Receipts from rentals of buildings and other property, . . . . .	761 00
Receipts from advertising in cars, . . . . .	699 96
GROSS EARNINGS FROM OPERATION, . . . . .	\$156,944 25

## EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks, . . . . .	\$5,289 08
General office expenses and supplies, . . . . .	2,424 02
Legal expenses, . . . . .	1,447 04
Insurance, . . . . .	5,956 44
Maintenance of roadway and buildings :	
Repair of roadbed and track, . . . . .	10,011 33
Repair of electric line construction, . . . . .	3,378 37
Removal of snow and ice, . . . . .	5,888 68
Repair of buildings, . . . . .	925 89
Maintenance of equipment :	
Repair of cars and other vehicles, . . . . .	11,186 58
Repair of electric equipment of cars, . . . . .	7,056 39
Renewal of horses, harnesses, shoeing, etc., . . . . .	934 30
Transportation expenses :	
Cost of electric motive power, \$23,683.59 ; less power sold, \$7,660.84 ; net, . . . . .	16,022 75
Wages and compensation of persons employed in conduct- ing transportation, . . . . .	41,463 44
Damages for injuries to persons and property, . . . . .	1,267 30
Tolls for trackage over other railways, . . . . .	7 07
Rentals of buildings and other property, . . . . .	407 14
Other transportation expenses: lighting cars and build- ings, . . . . .	337 72
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$114,003 54</b>

## PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (turn-outs), . . . . .	\$631 11
Additions to equipment :	
Additional rolling stock and vehicles, . . . . .	\$24,013 55
Other additions to equipment: tools, . . . . .	123 36
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>24,136 91</b>
Additions to land and buildings :	
Additional equipment of power stations, . . . . .	\$408 95
New buildings necessary for operation of rail- way, . . . . .	3,831 66
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>4,240 61</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$29,008 63</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
8 cars sold, . . . . .	\$9,100 00
Pleasure resort, . . . . .	39 10
Power stations, . . . . .	4,198 25
<b>TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . . .</b>	<b>13,337 35</b>
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,</b>	<b>\$15,671 28</b>

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	Dr.
Cost of railway:	
Roadway and tracks, . . . . .	\$315,661 88
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	75,986 47
Engineering and other expenses incident to construction, . . . . .	17,804 34
TOTAL COST OF RAILWAY OWNED, . . . . .	\$409,452 69
Cost of equipment:	
Cars and other rolling stock and vehicles and electric equipment of same, . . . . .	\$201,336 71
Other items of equipment: tools, . . . . .	5,598 12
TOTAL COST OF EQUIPMENT OWNED, . . . . .	206,934 83
Cost of land and buildings:	
Land necessary for operation of railway, . . . . .	\$12,675 47
Electric power stations, including equipment, Other buildings necessary for operation of railway, . . . . .	154,090 97
	34,035 44
TOTAL COST OF LAND AND BUILDINGS OWNED, . . . . .	200,801 88
Other permanent property: dwelling houses, . . . . .	17,243 37
TOTAL PERMANENT INVESTMENTS, . . . . .	\$834,432 77
Cash and current assets:	
Cash, . . . . .	\$7,045 41
Bills and accounts receivable, . . . . .	7,631 20
Sinking and other special funds, . . . . .	9,235 75
TOTAL CASH AND CURRENT ASSETS, . . . . .	23,912 36
Miscellaneous assets:	
Materials and supplies, . . . . .	\$22,601 69
Other assets and property:	
State highway, . . . . .	23,381 22
Track improvements, \$33,941.33; bond account, \$2,756.51, . . . . .	36,697 84
TOTAL MISCELLANEOUS ASSETS, . . . . .	82,680 75
TOTAL, . . . . .	\$941,025 88
LIABILITIES.	Cr.
Capital stock, . . . . .	\$542,500 00
Funded debt, . . . . .	200,000 00
Current liabilities:	
Loans and notes payable, . . . . .	\$182,658 68
Audited vouchers and accounts, . . . . .	4,504 31
TOTAL CURRENT LIABILITIES, . . . . .	187,162 99
Accrued liabilities:	
Interest accrued and not yet due, . . . . .	\$4,944 74
Miscellaneous accrued liabilities: franchise tax, . . . . .	3,101 92
TOTAL ACCRUED LIABILITIES, . . . . .	8,046 66
Profit and Loss balance (surplus), . . . . .	3,316 23
TOTAL, . . . . .	\$941,025 88



CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$542,500 00	
Capital stock authorized by votes of company, . . . . .	542,500 00	
Capital stock issued and outstanding, . . . . .		\$542,500 00
Number of shares issued and outstanding, . . . . .	5,425	
Number of stockholders, . . . . .	201	
Number of stockholders in Massachusetts, . . . . .	190	
Amount of stock held in Massachusetts, . . . . .	\$526,100 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . . . .	Per Cent. 5	May 1, 1915, .	\$200,000 00	\$10,000 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year, . . . . .	3,259,470
Number carried per mile of main railway track operated, . . . . .	148,746
Number of round trips run, . . . . .	61,537
Number of car miles run, . . . . .	735,965
Average number of persons employed, . . . . .	120

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power, . . . . .	22
Open passenger cars equipped for electric power, . . . . .	24
TOTAL PASSENGER CARS OF ALL KINDS, . . . . .	46
Number of all above cars with 4 wheels, . . . . .	46
Number of cars equipped with fenders, . . . . .	46
Number of cars equipped with heaters (electric), . . . . .	22
Snow ploughs (electric), . . . . .	6
Carts and snow sleds, . . . . .	3
Other highway vehicles:	
Horse snow levellers, . . . . .	5
Tower wagons, . . . . .	2
Electric motors, . . . . .	84
Horses, . . . . .	4
Harnesses (double, 1; single, 3), . . . . .	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line, . . . . .	20.867 miles.
Length of second main track, . . . . .	1.046 "
Total length of main track, . . . . .	21.913 "
Length of sidings, switches, etc., . . . . .	1.429 "
Total, computed as single track, . . . . .	23.342 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Spencer and Leicester.

#### ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	2	10	-	9	2	19
Employees, . . . . .	3	-	-	1	3	1
Other persons, . . . . .	-	-	-	5	-	5
TOTALS, . . . . .	5	10	-	15	5	25

#### STATEMENT OF EACH ACCIDENT.

Passenger fell from platform.

Conductor leaned out from platform; head struck telephone pole; knocked from car.

Intoxicated man walked in front of car; shoulder injured.

Two cars came together in fog; two passengers killed, five injured.

Car left rail on bridge, jumped into river; three employees drowned, one passenger injured.

Intoxicated man walked in front of car; face cut.

Car left track; four passengers injured.

Timber from sewer construction extended near car; passenger, in looking over, was struck.

Lady's dress caught on step when getting off car, throwing her to the ground.

Lady stepped off backwards; thrown to ground.

Man jumped from car; knocked senseless.

Boy at play attempted to run across street in front of car; knocked down by running-board.

Man stepped from car backwards while it was in motion; thrown down.

Lady stepped off while car was in motion; slightly injured.

Man jumped from car while it was in motion; slightly injured.

Child attempted to cross track; caught by fender, slightly injured.

Team driven in front of car; driver thrown from his seat; was intoxicated.

Man jumped from moving car; thrown down.

#### CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SUBURBAN STREET RAILWAY COMPANY,

43 PARK STREET, WORCESTER, MASS.

## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel E. Winslow, *President and General Manager*, Worcester, Mass.  
Thomas T. Robinson, *Treasurer and Clerk of Corporation*, Boston, Mass.  
Burton W. Potter, *General Counsel*, Worcester, Mass. Stephen C. Earle,  
*Auditor*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester,  
Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel E. Winslow, Worcester, Mass. Thomas T. Robinson, Dedham,  
Mass. George A. Smith, Worcester, Mass. William F. Whittemore, Leices-  
ter, Mass. Isaac L. Prouty, Spencer, Mass. Harry M. Goddard, Millbury,  
Mass. Henry B. Wellington, Worcester, Mass.

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We hereby certify that the statements contained in the foregoing report are  
full, just and true.

SAMUEL E. WINSLOW,  
THOS. T. ROBINSON,  
ISAAC L. PROUTY,  
WILLIAM F. WHITTEMORE,  
*Directors.*  
THOS. T. ROBINSON,  
*Treasurer.*  
JOHN B. GORMAN,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 31, 1899. Then personally appeared the above-  
named Samuel E. Winslow, Thos. T. Robinson, Isaac L. Prouty, William F.  
Whittemore and John B. Gorman, and severally made oath that the foregoing  
certificate by them subscribed is, to the best of their knowledge and belief,  
true.

Before me,

G. A. SMITH,  
*Notary Public.*

## REPORT

OF THE

## WORCESTER &amp; WEBSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1899.	
ASSETS.	DR.
Cost of railway: roadbed and tracks (paid on account of contract), . . . . .	\$270,000 00
TOTAL, . . . . .	\$270,000 00
LIABILITIES.	CR.
Capital stock, . . . . .	\$150,000 00
Current liabilities: loans and notes payable, . . . . .	120,000 00
TOTAL, . . . . .	\$270,000 00
CAPITAL STOCK.	
Capital stock authorized by law, . . . . .	\$150,000 00
Capital stock authorized by votes of company, . . . . .	150,000 00
Capital stock issued and outstanding, . . . . .	\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500
Number of stockholders, . . . . .	30
Number of stockholders in Massachusetts, . . . . .	30
Amount of stock held in Massachusetts, . . . . .	\$150,000 00

## RAILWAY OWNED.

Length of railway line, . . . . .	15.831 miles.
Length of sidings, switches, etc., . . . . .	.256 "
Total, computed as single track, . . . . .	16.087 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester, Auburn, Oxford and Webster.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & WEBSTER STREET RAILWAY COMPANY,  
518 MAIN STREET, ROOM 27, WORCESTER, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Julius Gorst, *President*, Worcester, Mass. Fred Thayer, *Vice-President*, North Oxford, Mass. Wilford A. Bailey, *Treasurer*, Worcester, Mass. Edgar S. Hill, *Clerk of Corporation and General Counsel*, Webster and Boston, Mass. Edmund L. Parker, *Auditor*, Worcester, Mass. Elmer E. Carpenter, *General Manager*, Worcester, Mass. Frank Miller, *Superintendent*, Worcester, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Julius Gorst, Worcester, Mass. Fred Thayer, North Oxford, Mass. Wilford A. Bailey, Worcester, Mass. Edmund L. Parker, Worcester, Mass. Edgar S. Hill, Tremont Building, Boston, Mass. Elmer E. Carpenter, Worcester, Mass. Henry F. Leland, Worcester, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just and true.

WILFORD A. BAILEY,  
EDMUND L. PARKER,  
ELMER E. CARPENTER,  
H. F. LELAND,  
EDGAR S. HILL,

*Directors.*

WILFORD A. BAILEY,  
*Treasurer.*

FRANK MILLER,  
*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 16, 1899. Then personally appeared the above-named Wilford A. Bailey, Edmund L. Parker, Elmer E. Carpenter and H. F. Leland, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDGAR S. HILL,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 16, 1899. Then personally appeared the above-named Edgar S. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

PETER S. MAHER,  
*Justice of the Peace.*

# REPORT

## OF THE

### WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation, . . . . .	\$27,207 25
Operating expenses, . . . . .	21,992 73
GROSS INCOME ABOVE OPERATING EXPENSES, . . . . .	\$5,214 52
Charges upon income accrued during the year:	
Interest on funded debt, . . . . .	\$1,750 00
Interest and discount on unfunded debts and loans, . . . . .	484 85
Taxes, . . . . .	793 74
Other deductions from income: park expenses, . . . . .	1,517 51
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . . .	4,546 10
Surplus for the year ending September 30, 1899, . . . . .	\$668 42
Amount of deficit September 30, 1898, . . . . .	4,919 40
TOTAL DEFICIT SEPTEMBER 30, 1899, . . . . .	\$4,250 98
EARNINGS FROM OPERATION.	
Receipts from passengers carried, . . . . .	\$27,075 25
Receipts from advertising in cars, . . . . .	132 00
GROSS EARNINGS FROM OPERATION, . . . . .	\$27,207 25
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks, . . . . .	\$1,139 59
General office expenses and supplies, . . . . .	385 41
Legal expenses, . . . . .	250 00
Insurance, . . . . .	380 35
Other general expenses, . . . . .	171 40
Maintenance of roadway and buildings:	
Repair of roadbed and track, . . . . .	774 12
Repair of electric line construction, . . . . .	218 23
Removal of snow and ice, . . . . .	515 16
Repair of buildings, . . . . .	19 24
Maintenance of equipment:	
Repair of cars and other vehicles, . . . . .	2,007 48
Repair of electric equipment of cars, . . . . .	318 61



Transportation expenses:	
Cost of electric motive power, . . . . .	\$4,514 74
Wages and compensation of persons employed in conducting transportation, . . . . .	10,901 60
Damages for injuries to persons and property, . . . . .	162 75
Rentals of buildings and other property, . . . . .	81 29
Other transportation expenses, . . . . .	152 76
<b>TOTAL OPERATING EXPENSES, . . . . .</b>	<b>\$21,992 73</b>

## PROPERTY ACCOUNTS.

Additions to railway:	
Improvement of track, . . . . .	\$1,473 82
Improvement of electric line, . . . . .	11 00
Engineering on new Springfield line (not complete), . . . . .	1,249 34
<b>TOTAL ADDITIONS TO RAILWAY, . . . . .</b>	<b>\$2,734 16</b>
Additions to equipment:	
Additional cars (4 in number), . . . . .	\$4,077 27
Electric equipment of same, . . . . .	4,351 37
Other additions to equipment, . . . . .	103 07
<b>TOTAL ADDITIONS TO EQUIPMENT, . . . . .</b>	<b>8,531 71</b>
Additions to land and buildings:	
Additional land necessary for operation of railway, . . . . .	\$1,700 00
New electric power stations, including machinery, etc., . . . . .	1,520 37
Other new buildings necessary for operation of railway, . . . . .	60 44
<b>TOTAL ADDITIONS TO LAND AND BUILDINGS, . . . . .</b>	<b>3,280 81</b>
<b>TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . . .</b>	<b>\$14,546 68</b>
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): engine and piping, . . . . .	
	355 50
<b>NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . . .</b>	<b>\$14,191 18</b>

## GENERAL BALANCE SHEET SEPTEMBER 30, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadway and tracks, . . . . .	\$50,753 66	
Electric line construction, including poles, wiring, feeder lines, etc., . . . . .	18,298 66	
Engineering and other expenses incident to construction, . . . . .	4,953 07	
<b>TOTAL COST OF RAILWAY OWNED, . . . . .</b>		<b>\$74,005 39</b>
Cost of equipment:		
Cars and other rolling stock and vehicles, . . . . .	\$15,856 33	
Electric equipment of same, . . . . .	11,887 31	
Other items of equipment: tools, . . . . .	177 30	
<b>TOTAL COST OF EQUIPMENT OWNED, . . . . .</b>		<b>27,920 94</b>

Cost of land and buildings :		
Land necessary for operation of railway, . .	\$3,849 61	
Electric power stations, including equipment, . .	15,837 25	
Other buildings necessary for operation of railway, . . . . .	7,856 17	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		\$27,543 03
TOTAL PERMANENT INVESTMENTS, . . . . .		\$129,469 36
Cash and current assets :		
Cash, . . . . .	\$46,509 11	
Bills and accounts receivable, . . . . .	452 64	
Other cash and current assets,* . . . . .	17,748 19	
TOTAL CASH AND CURRENT ASSETS, . . . . .		64,709 94
Miscellaneous assets : materials and supplies, . . . . .		882 04
Profit and Loss balance (deficit), . . . . .		4,250 98
TOTAL, . . . . .		\$199,312 32
LIABILITIES.		CR.
Capital stock, . . . . .		\$150,000 00
Funded debt, . . . . .		35,000 00
Current liabilities :		
Loans and notes payable, . . . . .	\$14,000 00	
Audited vouchers and accounts, . . . . .	312 32	
TOTAL CURRENT LIABILITIES, . . . . .		14,312 32
TOTAL, . . . . .		\$199,312 32
CAPITAL STOCK.		
Capital stock authorized by law, . . . . .	\$150,000 00	
Capital stock authorized by votes of company, . . . . .	150,000 00	
Capital stock issued and outstanding, . . . . .		\$150,000 00
Number of shares issued and outstanding, . . . . .	1,500	
Number of stockholders, . . . . .	46	
Number of stockholders in Massachusetts, . . . . .	44	
Amount of stock held in Massachusetts, . . . . .	\$147,300 00	

## FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, . . . . .	Per Cent. 5	Jan. 1, 1916, .	\$35,000 00	\$1,750 00

## VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . . . .	563,563
Number carried per mile of main railway track operated, . . . . .	79,554
Number of round trips run, . . . . .	52,090
Number of car miles run, . . . . .	217,523
Average number of persons employed, . . . . .	30

\* This amount represents cash paid various contractors on the Springfield extension, which is in process of construction.

## DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	6
Open passenger cars equipped for electric power, . . .	10
<b>TOTAL PASSENGER CARS OF ALL KINDS, . . .</b>	<b>16</b>
Construction, repair and other work cars, . . .	3
Number of cars equipped with fenders, . . .	16
Number of cars equipped with heaters (electric), . . .	6
Snow ploughs (electric), . . .	1
Other railway rolling stock: open trailers, . . .	2
Other highway vehicles: tower wagon, . . .	1
Electric motors, . . .	20

## RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER.)

Length of railway line, . . .	6.742 miles
Length of second main track, . . .	.342 "
Total length of main track, . . .	7.084 "
Length of sidings, switches, etc., . . .	.225 "
Total, computed as single track, . . .	7.309 "

System of electric motive power in use by the company: Westinghouse and General Electric equipment.

Names of the several cities and towns in which the railways operated by the company are located: Westfield

## ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	1	-	3	-	4
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	1	-	1
<b>TOTALS, . . .</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>5</b>

## STATEMENT OF EACH ACCIDENT.

*Dec. 25, 1898.* — Gentleman did not tell where to stop car, and after passing his residence he jumped off, ran a few steps, turned and fell.

*April 8, 1899.* — Closed car door and caught gentleman's two fingers in door; jammed so as to bleed quite badly.

*June 25.* — Gentleman tried to cross in front of car; slipped and fell under fender.

*August 8.* — Aged lady tumbled off rear platform, after being assisted on.

*August 25.* — Gentleman was sitting under register, which fell, striking partly on his head and glancing off on another man's shoulder; breaking first man's hat and cutting skin on his head.

## CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,  
WESTFIELD, MASS.

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## NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James H. Bryan, *President and General Manager*, Westfield, Mass. Robert B. Crane, *Vice-President*, Westfield, Mass. Charles J. Little, *Treasurer and Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. James A. Crane and Sumner B. Campbell, *Auditors*, Westfield, Mass. Robert P. Lee, *Superintendent*, Westfield, Mass.

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## NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James H. Bryan, Westfield, Mass. Robert B. Crane, Westfield, Mass. Darwin L. Gillett, Westfield, Mass. Ralph D. Gillett, Westfield, Mass. James A. Crane, Westfield, Mass. Henry M. Van Deusen, Westfield, Mass. Charles J. Little, Westfield, Mass. Luke S. Stowe, Springfield, Mass.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

JAS. H. BRYAN,  
R. B. CRANE,  
R. D. GILLETT,  
JAS. A. CRANE,  
D. L. GILLETT,  
H. M. VAN DEUSEN,  
CHAS. J. LITTLE,  
L. S. STOWE,

*Directors.*

CHAS. J. LITTLE,

*Treasurer.*

ROBT. P. LEE,

*Superintendent.*

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## COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. NOV. 1, 1899. Then personally appeared the above-named James H. Bryan, R. B. Crane, James A. Crane, R. D. Gillett, D. L. Gillett, H. M. Van Deusen, Charles J. Little and L. S. Stowe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. ELY,

*Justice of the Peace.*

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